

Battery Lane District/Brown Development LLC
 Response Overview May 8, 2019
 to the Bethesda Downtown Design Advisory Panel
 March 27, 2019 Comments

Applicant has taken up the challenge by DAP to fashion a more comprehensive urban design vision for the Battery Lane District with big ideas, notable design moments, and cohesive public realm improvements which can set the standard for future development along the full length of Battery Lane.

The Applicant provides this Response Overview with bullet points highlighting changes. More details are in the updated Urban Design Narrative, The District Map, The District Systems Plan, and the other DAP 2 Updated Plans and Street Sections provided with this re-submission.

DAP Recommendations:

Applicant Response:

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|---|---|
| <p>1. Provide an Urban Design Vision for the entire street. Incorporate opportunities for deeper setbacks, increased canopy trees and plantings to create a garden district that differentiates itself from more urban areas of Bethesda.</p> | <ul style="list-style-type: none"> ● New articulated urban design vision for an integrated and connected neighborhood ● Public realm reconfiguration with Big Ideas ● Big Idea: Treed median-separated cycle track on the north side of Battery Lane – 3 sets of street trees to create verdant Canopy Corridor ● Big Idea: Visible Connectivity of Environmental SWM Systems from building to building and along Trail to bring Interpretive water features to neighborhood ● Big Idea: Crossroads at Trail/Entry Wayfinding ● Sequence of urban design moments ● Varied front yard setbacks based on context wider than urban core standard to allow for enhanced landscape/streetscape/entry features |
| <p>2. Widen Open Space on Site D, the North Bethesda Trail Greenway. Create a better visual and physical connection between the Park and NIH.</p> | <ul style="list-style-type: none"> ● Significant widening of open space along North Bethesda trail creating a greenway by reducing building footprints ● Trail entry at Battery Lane widened from 17 ft to 50 ft ● Trail entry at NIH widened to 40 ft ● Trail midpoint gathering open space widened to 80 ft ● Big Idea – separated pedestrian path and bike path of Trail on Site D ● Big Idea – add interpretive environmental feature along Trail ● Enhance Trail pedestrian and bike crossings of Battery Lane with a “Crossroads” enhanced crossing to enhance safety and slow traffic ● Incorporate wayfinding at all entry points and Crossroads |

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| <p>3. Reconfigure the massing and orientation of the buildings on Site D to relate to the widened public open space along the Trail. Consider reducing the footprint and increasing the height of the midrise building on Battery Lane.</p> | <ul style="list-style-type: none"> ● Footprints of both buildings reduced to significantly widen open space for Trail ● Height of midrise building on Battery Lane increased 2 stories ● Location and orientation of lobbies and amenity space for both buildings facing onto the Trail to engage with trail users |
| <p>4. Create a brief pattern book or selection of materials to provide cohesion for the multiple projects in the district. Make sure to avoid excessive homogeneity while aiming to provide consistency.</p> | <ul style="list-style-type: none"> ● Treed median separated cycle track on north side of Battery Lane ● De-emphasize the car by removing on-street parking and allow comfortably wide streetscape with landscaped tree lawns ● Add visible connected swm environmental features along the building frontages and trail ● Vary front yard setbacks standards for each section of Battery Lane ranging 20-30 feet ● Add retail and statement architectural corner to Site B at Woodmont Avenue at Battery Lane ● Add sequence of unique urban design “moments” along Battery Lane every 200-400 feet and north-south for each pedestrian and bike connection |
| <p>5. Consider making one connections on Site C pedestrian only rather than having vehicular loop around site. Study feasibility of street connection between Battery Lane and Rugby Avenue.</p> | <ul style="list-style-type: none"> ● Site C Loop reconfigured to a more “seductive” through block connection. West entrance is one-way to emphasize pedestrian path, green space but to allow necessary truck movements on-site; East entrance between Sites B and C is two-way to facilitate car and loading entrances. ● West entrance loop has enhanced door-yards to street entrance units for better pedestrian environment ● East through-block connection on Site C to Rugby connects to existing police station sidewalk for pedestrian only connection ● West through-block connection on Site C is designed so both pedestrian and vehicular connection is not precluded when Rugby frontage owned by others redevelops. |

May 8, 2019 DAP 2 Narrative

Urban Design Vision:
Investing, Connecting and Creating the Battery District

Battery Lane's history is firmly rooted as a unique, strategically situated housing resource built in the 50s, 60s and 70s. Its foundation decades ago was to provide convenient and economically accessible housing in close proximity to the employment campuses of NIH, Walter Reed National Military Medical Center and downtown Bethesda. Those highly valued premises remain valid and as essential today. Nevertheless, Battery District can fulfill so much more. The Project site design envisions building upon existing neighborhood assets to create a strong Battery Lane District neighborhood identity, enhancing access and connectivity, and contributing to the overall quality of life of a vibrant, safe and healthy community. The District is reimagined to reflect a more responsible and current interpretation of mobility, land use, energy efficiency, life style, and housing market preference. In order to achieve these goals in the most unified and meaningful way, very high levels of interconnectedness, human-scale spatial relationships, social interaction, and access to recreation should be the prevailing measures of quality design. The **Battery District** is designed to reflect both literal and figurative interpretation of integrated, connected life, place, and environmental systems.

The symbolic re-branding of Battery Lane as a connected "circuit" of natural and built systems is an organizational model that allows a wide and authentic approach to all facets of design that embraces and encourages human use and interaction while maintaining its namesake "Battery" heritage. Overall, the District is illustrated on macro scale via the District Map. The District Systems Map illustrates the interconnectivity of the Brown Development proposal in relation to the overall District Vision.

District Map

The District Map is a simple diagram that illustrates The District, The Lane and The Trail. These are the main organizing elements.

The District. The District is the residential neighborhood organized around Battery Lane, the Urban Park and the Trolley Trail. It has four geographic entrance points; north, south, east and west. The intersection of Battery Lane and the Trolley Trail at the Park is the geographic heart of the District. This heart of the District is the main "Crossroads" of the connected bike and pedestrian systems.

The Lane. Battery Lane is the main east/west connecting link. The goal is to make Battery Lane a true Canopy Corridor Street creating a distinctive verdant urban character for the District. The big idea is to add a third row of street trees in a new median separating vehicular traffic from the bike lanes combined on the north side of Battery Lane. This new configuration works mostly within the existing curbs by eliminating on-street car parking with only two travel lanes. The Biker and Pedestrian are celebrated in the allocation of space in The Lane. In addition to the green space, we are pursuing unique streetlights, paving details, street furniture for Battery Lane to establish a community identity, or signature look for the District.

The Trail. The north/south Trolley Trail is to be widened to incorporate a dedicated cycle track and a pedestrian route from the existing trail system on NIH to the recently updated trail system in the Battery Urban Park. The crossroads of The Trail and The Lane at the Park is the major neighborhood node to be celebrated and highlighted. Treatment of the crossings is a critical part of organizing and connecting the multiple modes of transportation. A tabletop design at Battery Lane and the Trail is anticipated, as the design is refined and finalized.

District Systems

The District Systems diagram is the overarching district graphic that illustrates the Brown Development proposal and Master Plan goals while implementing the comprehensive vision for the District. The diagram shows the proposed Brown sites, their public realm improvements and adjoining future connections by others, as well as a sequence of design “moments” that embrace and expand the experiences of visitors and residents of the District. In addition to the Lane and multiple connecting trails noted on the District Map, the environmental systems are a major theme of interconnected green spaces, rooftops, stormwater management and recreation areas.

The specific details of changes responsive to the DAP recommendations for each site are summarized below. Additional support drawings have been submitted to DAP illustrating these changes.

Site A (110 units, approximately 90')

The building remains unchanged. Front yard setback is increased an additional 5' to 25'. The green front yard is part of the connected environmental systems. The future northern connections to NIH and Woodmont are shown to be facilitated by others as noted.

Site B (400 units, approximately 160')

The building remains primarily the same for height and massing. An iconic corner at Woodmont/Battery is added. This is accomplished with street-level retail on Woodmont to activate the base and additional height and stronger penthouse structure at the corner for a city skyline architectural feature. The setback from curb is the same ranging from 20' to 25' appropriate for the more urban core location of this site. The lobby has been move to the western end to coordinate with the drive drop off and loop road on Site C.

Site C (315 units, approximately 120')

The Building size and massing concept remain the same with the arrival court as the main organizing node. The western leg of the loop road is to be the main, 'seductive' pedestrian street. Individual stoops, doors and dooryards are incorporated to emphasize this as a pedestrian friendly and scaled street. The western loop has been narrowed to one way, creating more green space and to further emphasize the pedestrian. The west access to the parking garage has been eliminated. All vehicular and service traffic into the buildings will be via the eastern leg of the loop road. This establishes a hierarchy for pedestrians and vehicles. The two through-block pedestrian connections to Rugby Avenue are created and future options are not precluded for pedestrian and vehicular connections by others through sites fronting on Rugby owned by others.

Site D (500 units, approximately 180')

Site D is at the heart of the District. It accommodates the main bike and pedestrian crossroads to N, S, E and W portals to adjacent connected neighborhoods. A tabletop crossing at Battery Lane to the Park becomes a central node in the Battery Lane sequence of spaces creating a “Crossroads”. The area of the Trolley Trail has been widened and enlarged to create a greenway and a main gathering space along the trail, with a natural amphitheater. Site D building lobbies and amenity spaces are oriented to engage with trail users and provide some support retail such as bike services or coffee

n:\md-montgomery\brown battery lane\documents\exhibits\2019.05.07 dap prep\2019 05 08 battery dap 2 narrative rev.docx

stand(to be determined at site plan). The midrise building along Battery Lane has been reevaluated. The footprint has been reduced to widen the trail space from about 17' to an average of 50'. Two stories have been added. The building is setback from the curb 20' with individual doors and stoops across from the Park. The high-rise building to the north part of the side has also been adjusted to reduce the footprint and create more space for the green area with the trail. There is a cantilever portion of the building to create more green area on the ground. Overall, the unit count for Site D has been reduced from 520 to 500.

Site E (205 Units, approximately 120')

The building on Site E has grown in unit count and height. A total of 205 units make up the 7-story building. The vehicular access is relocated from the west side to the east side of the property. The building is now setback 30' from the curb, versus the previous 25'. The building has been centered on the site to provide comfortable open space along the east-side path to the public open space in the rear and also appropriate private residential amenity space on the west side of the building.

Battery District District Systems

Community Connectedness

Balance with Tradition and

Balance with Nature

New Technology

Healthy Lifestyle

Regional Integration

Investing, Connecting and Creating the Battery District

Battery Lane is the central corridor of the Battery District, connecting the community to the city and the region. The district is defined by its unique character, its history, and its potential for growth. The Battery District is a vibrant, walkable, and bikeable neighborhood that offers a mix of housing, retail, and community amenities. The district is bounded by North Brook Lane to the north, South Brook Lane to the south, and Wisconsin Avenue to the east. The district is characterized by its historic architecture, its green spaces, and its proximity to the city center. The Battery District is a place where people can live, work, and play. The district is a place where people can connect with each other and with the city. The Battery District is a place where people can create a better future for themselves and for their community.

The symbolic re-branding of Battery Lane as a connected "circuit" of natural and built systems is an organizational model that allows a wide and authentic approach to all facets of design that embraces and encourages human use and interaction while maintaining its namesake "Battery" heritage.

The District

District Markers and Crossroads

- Create identity, entrances, way-finding, and place making at these important community places

The Lane

Battery Lane

- Reinvest in improving, reconnecting and greening the corridor
 - New/additional landscape islands and street trees
 - Beautify the corridor
 - No on street parking
 - Third row of trees
 - Celebrate bikes and minimize cars

The Trail

The Trolley Trail

- Emphasis on pedestrian and bikes safety and access
- Explore improvements to reimagine the environmental systems and open space



Battery District District Systems

Community Connectedness — Balance with Tradition and
Balance with Nature — New Technology — Healthy Lifestyle
Regional Integration

Investing, Connecting and Creating the Battery District

Battery Lane is the central artery of the Battery District, connecting the district to the surrounding community. The district is defined by the intersection of North Brook Lane and Woodmont Avenue to the north, and Glenbrook Road and Norfolk Avenue to the south. The district is bounded by the intersection of N Brook Lane and S Brook Lane to the west, and the intersection of Woodmont Avenue and Wisconsin Avenue to the east. The district is characterized by a mix of residential, commercial, and public spaces, including the Battery Lane Urban Park, Battery Lane Apartments, and Battery Lane Senior Living Apartments. The district is also home to the Battery Lane Urban Park, which is a green space that runs along the Battery Lane corridor. The district is a vibrant community that is investing in its future and creating a better place to live, work, and play.

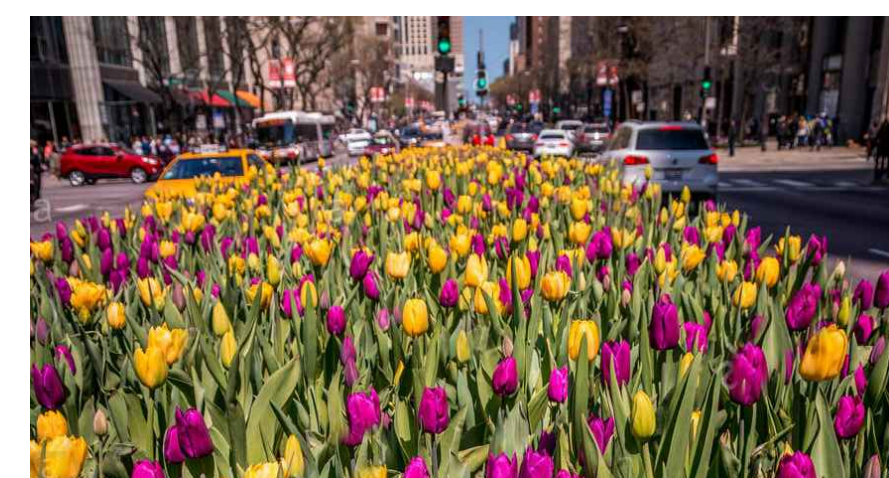
The symbolic re-branding of Battery Lane as a connected "circuit" of natural and built systems is an organizational model that allows a wide and authentic approach to all facets of design that embraces and encourages human use and interaction while maintaining its namesake "Battery" heritage.



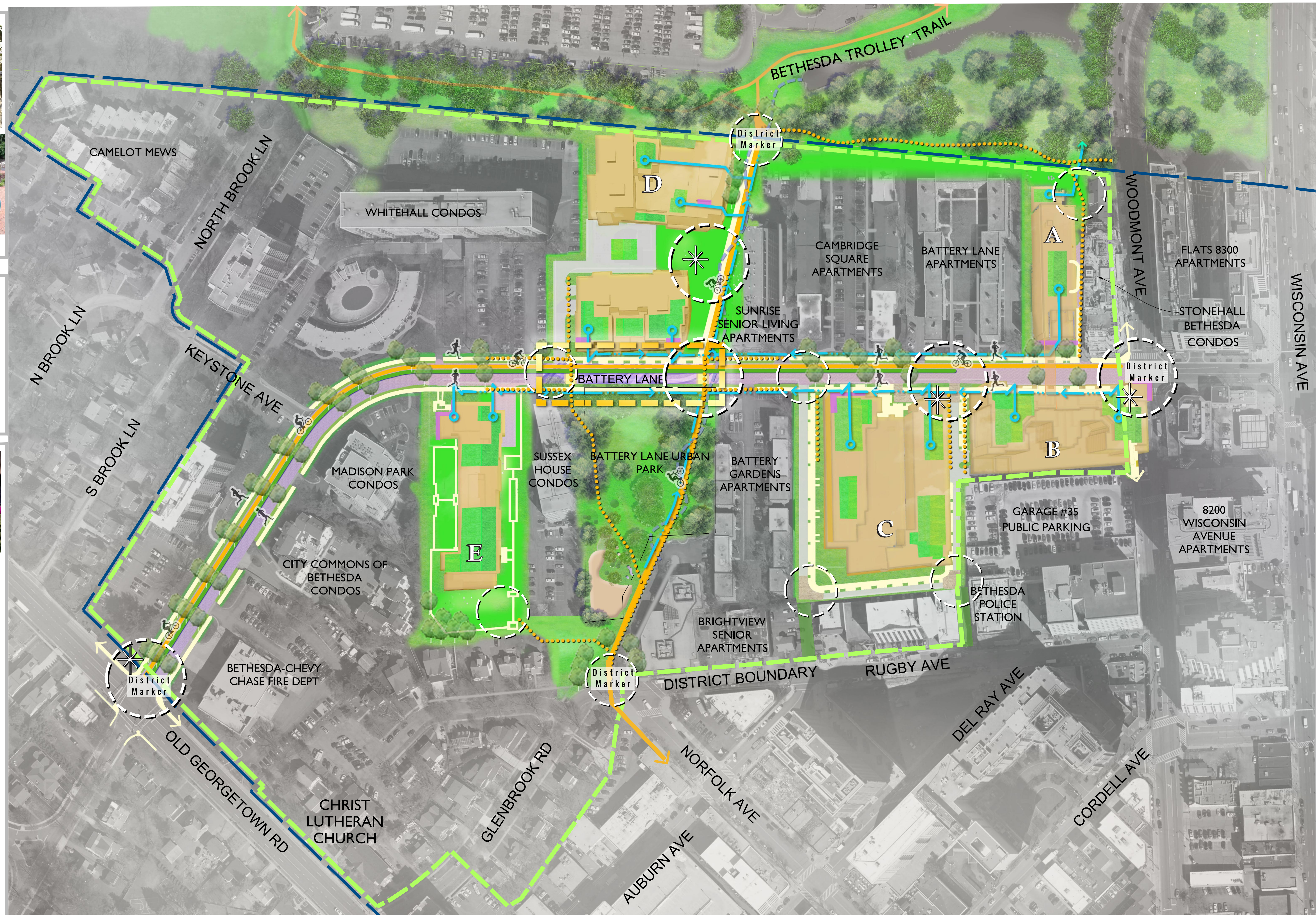
Identification and Wayfinding



Connected Systems



Natural Systems



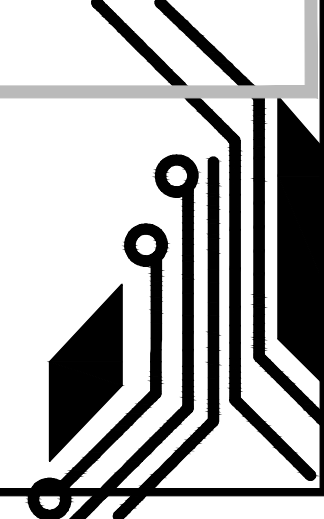
- Legend
- Urban Design Moment, Major
 - Urban Design Moment, Minor
 - Special Design Feature
 - Open Space/connection
 - Pedestrian Path
 - Bicycle Path
 - Public Road
 - Private Road
 - Environmental Systems
 - Important Architectural Face

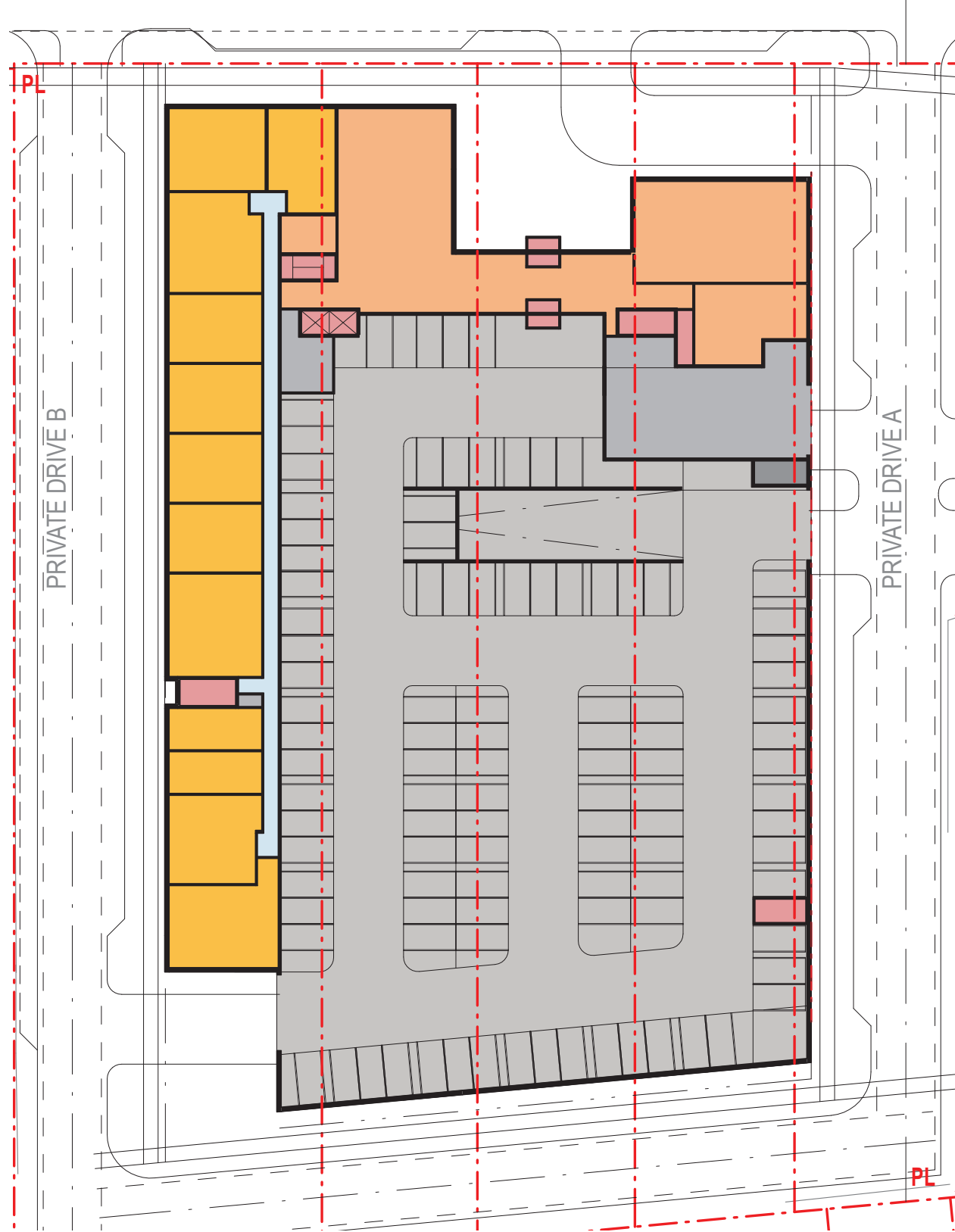


Smart City Technology

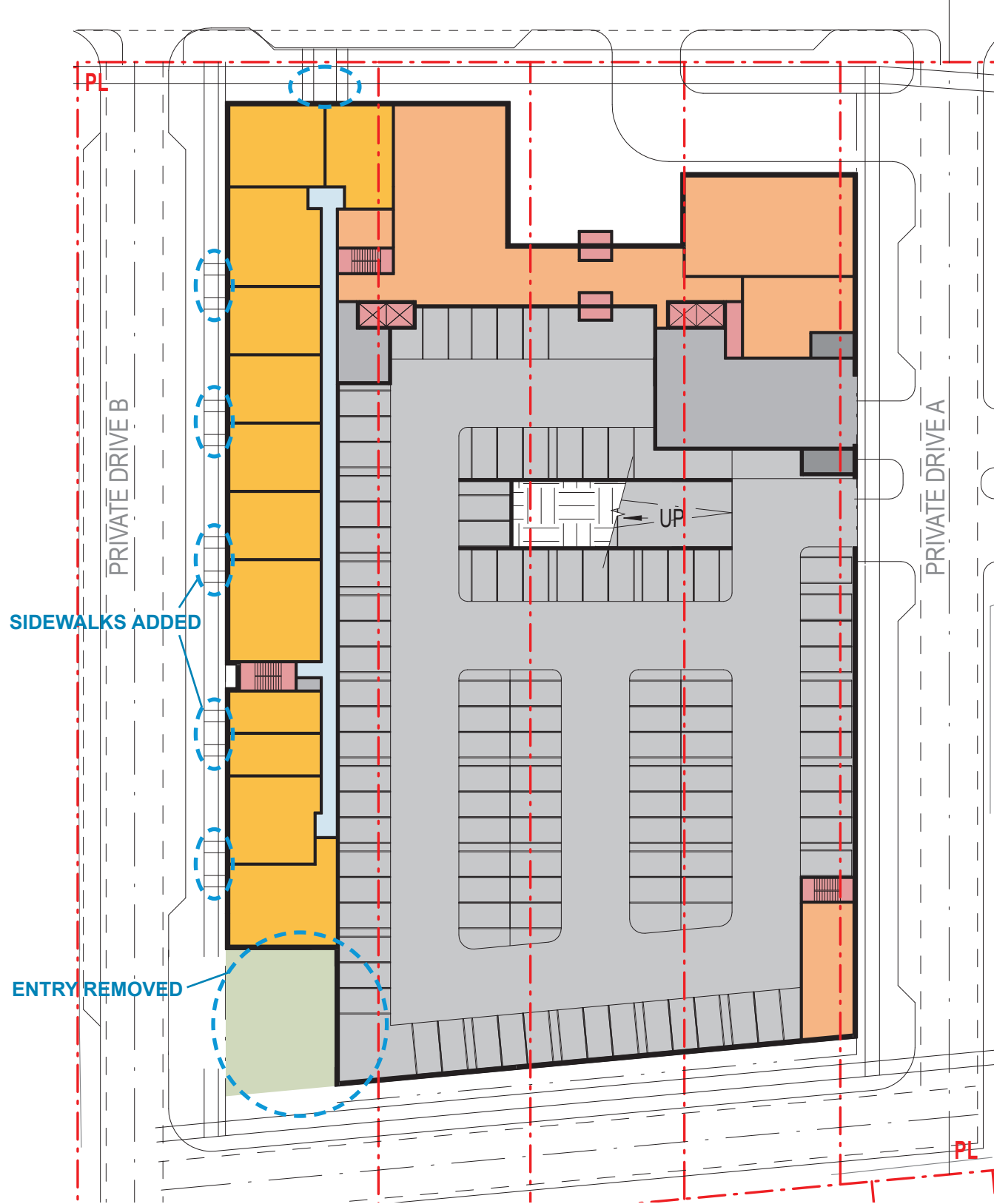


Connected Community





GROUND FLOOR PLAN (PREVIOUS)
SCALE : 1" = 50'

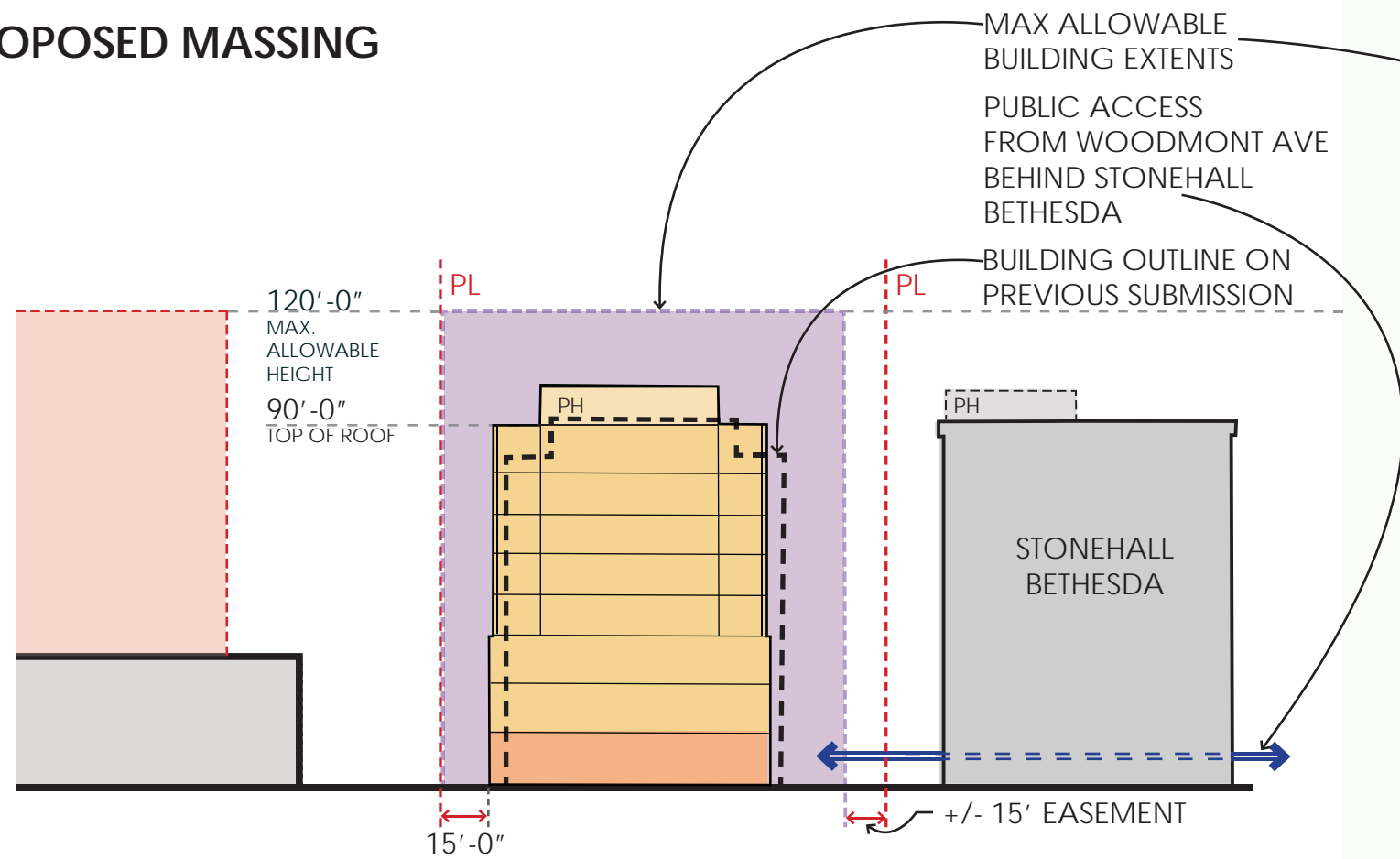


GROUND FLOOR PLAN (UPDATED)
SCALE : 1" = 50'

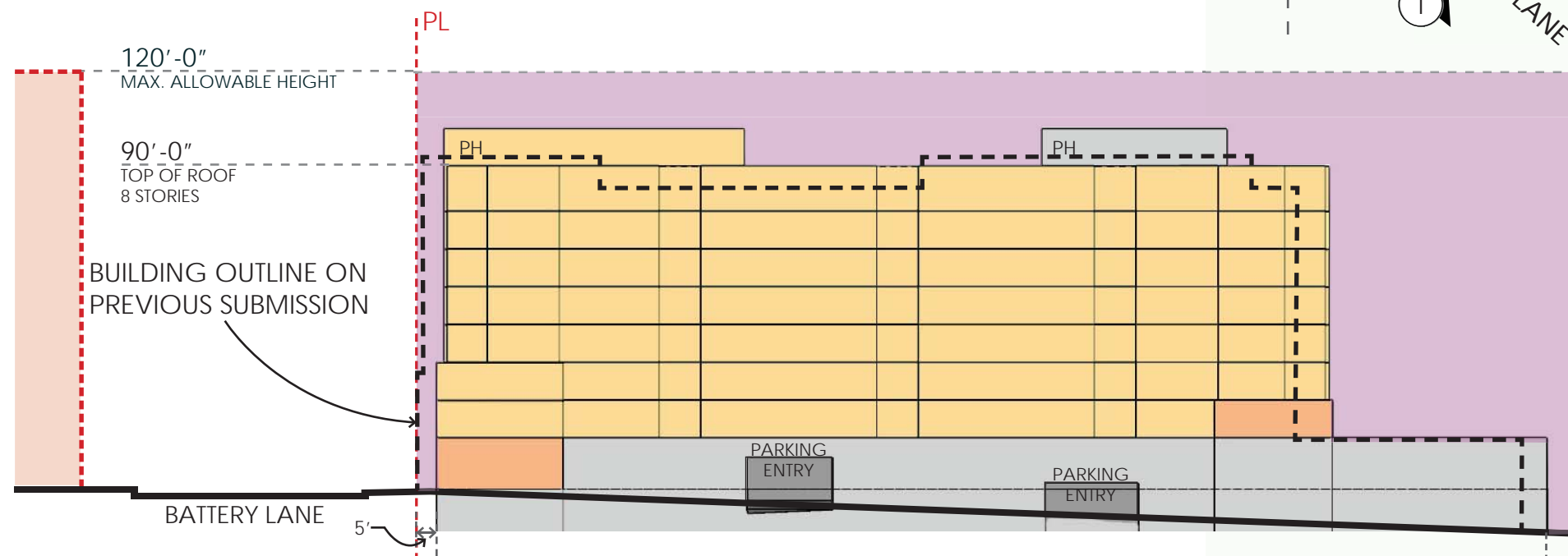


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|---|---|---|
| RESIDENTIAL | OPEN SPACE | RETAIL |
| CORRIDORS | PARKING | AMENITY/ LOBBY |
| VERTICAL CIRCULATION | BOH | WALK-UP UNITS |

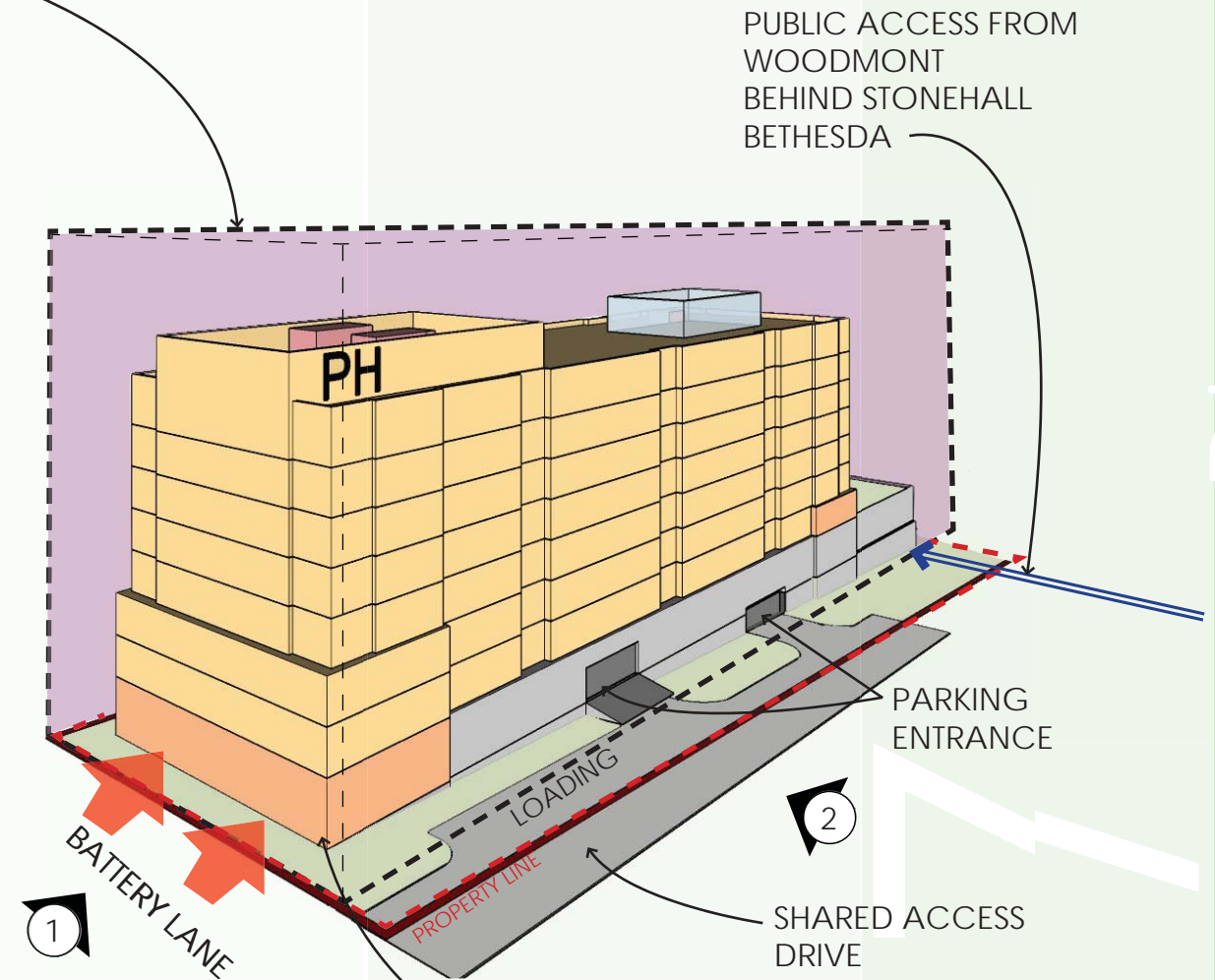
PROPOSED MASSING



① HEIGHT STUDY ALONG BATTERY LANE



② HEIGHT STUDY LOOKING WEST

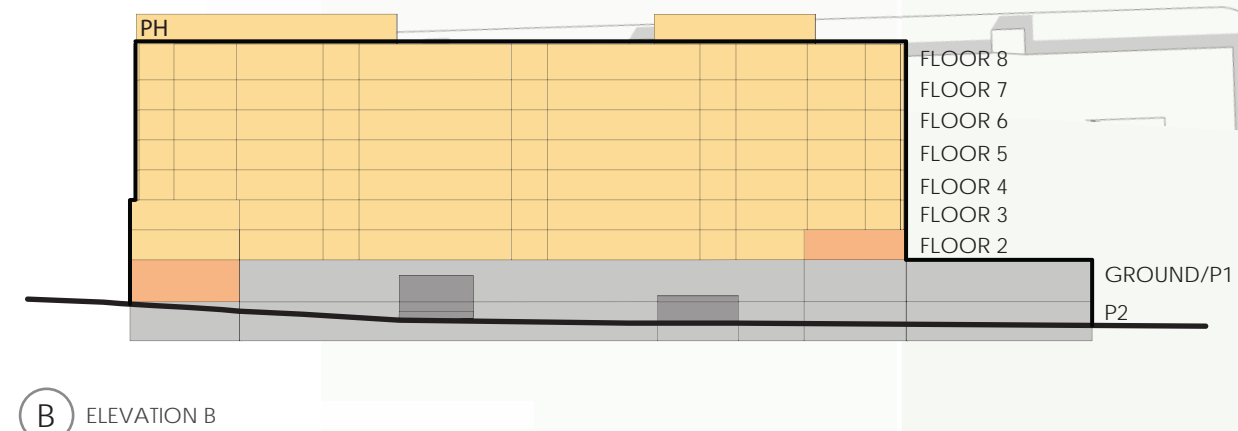
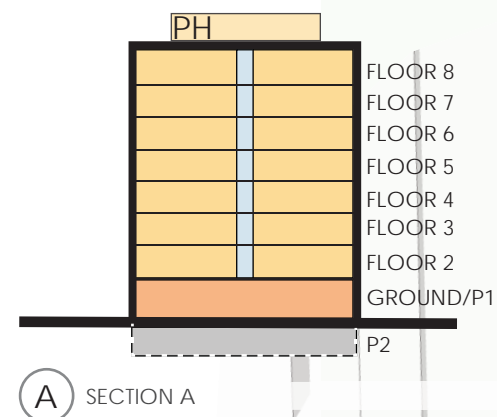
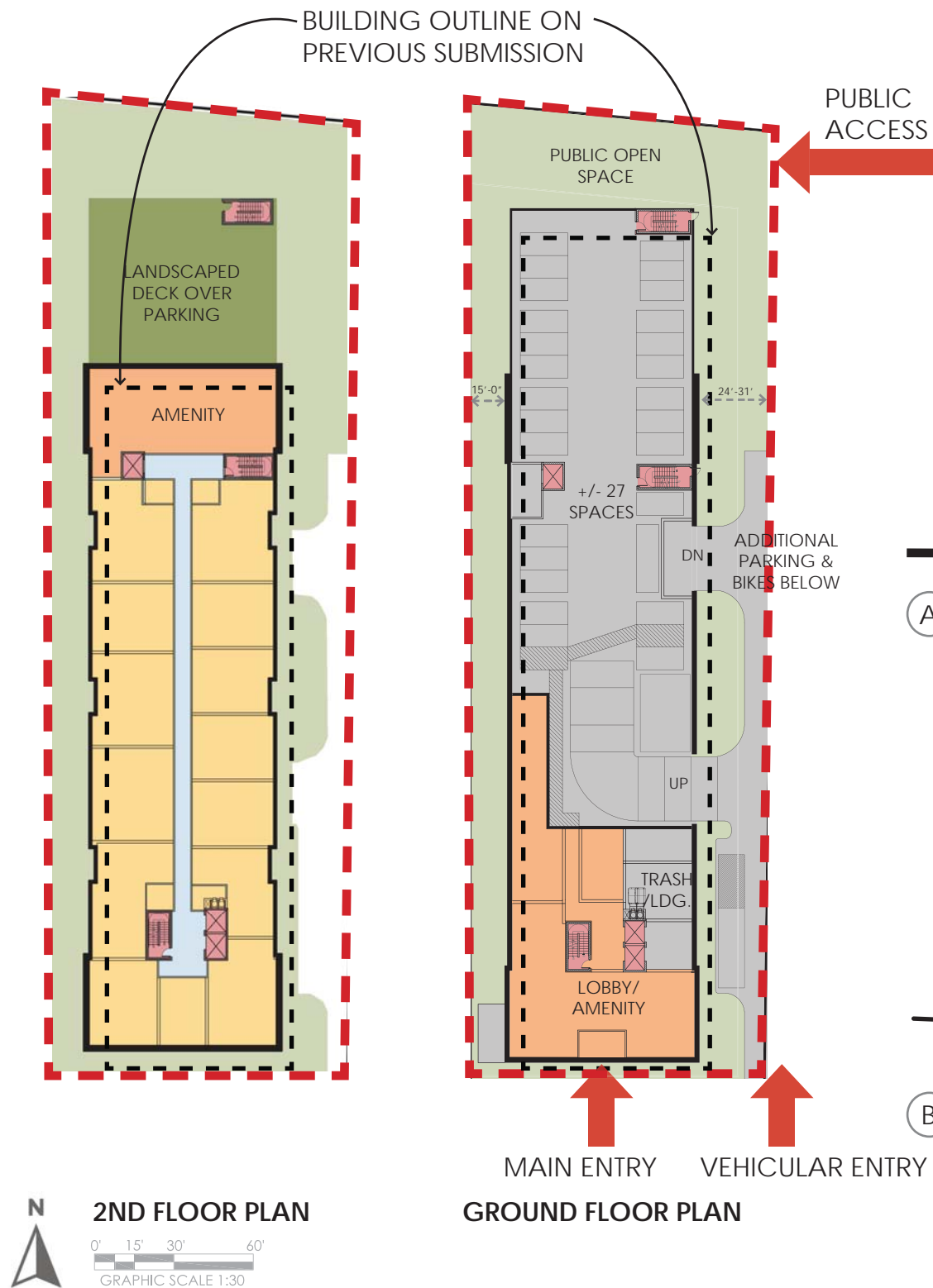


PUBLIC ACCESS

NIH CAMPUS

30'-0"

31'-37' VARIES



- RESIDENTIAL
- RESIDENTIAL AMENITY / LOBBY
- CORRIDORS
- PARKING
- VERTICAL CIRCULATION
- GREEN SPACE
- PROPERTY LINE

BATTERY LANE DISTRICT

BROWN DEVELOPMENT LLC.

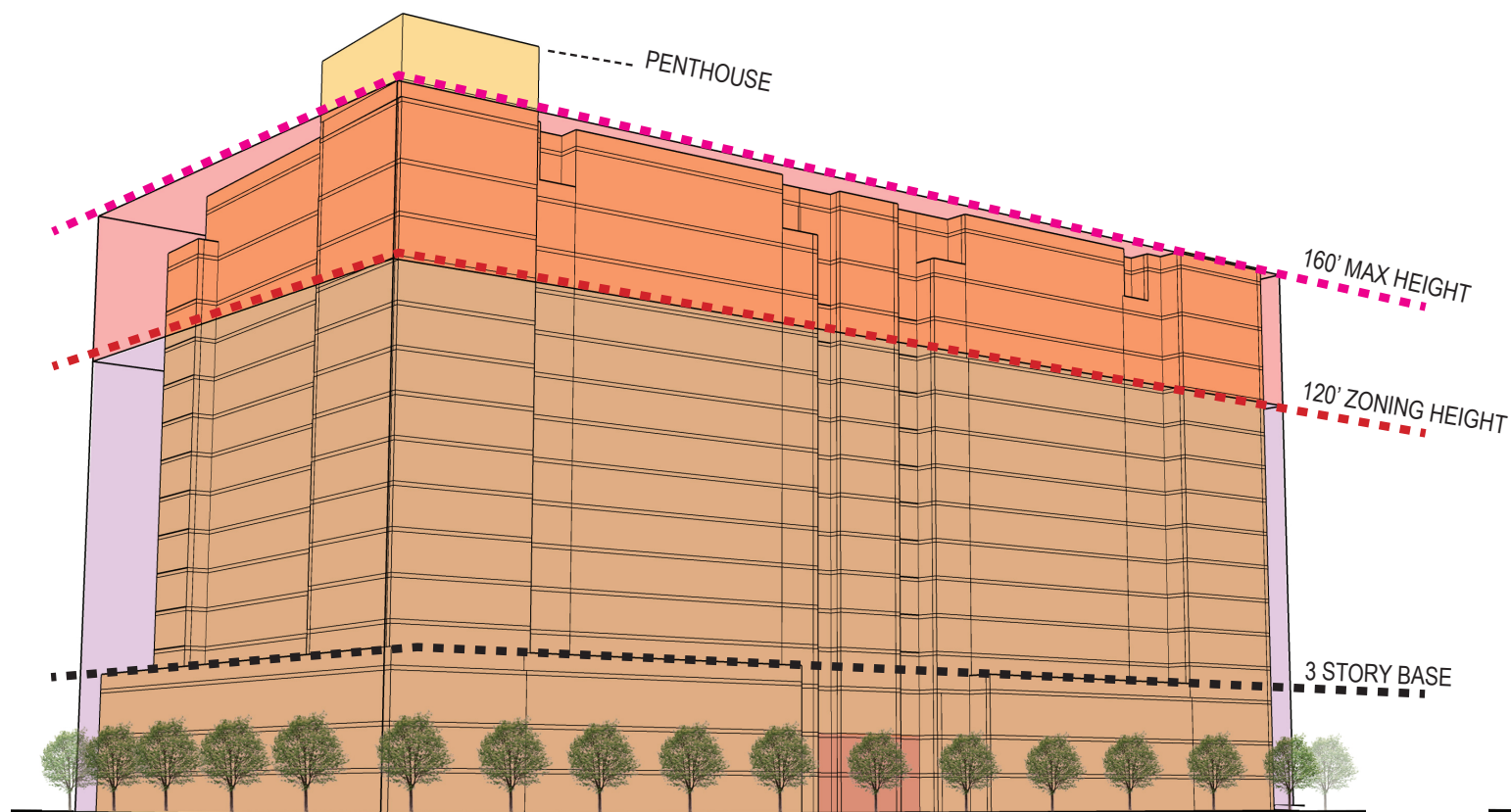
SITE A - 4857 BATTERY LANE

May 6, 2019

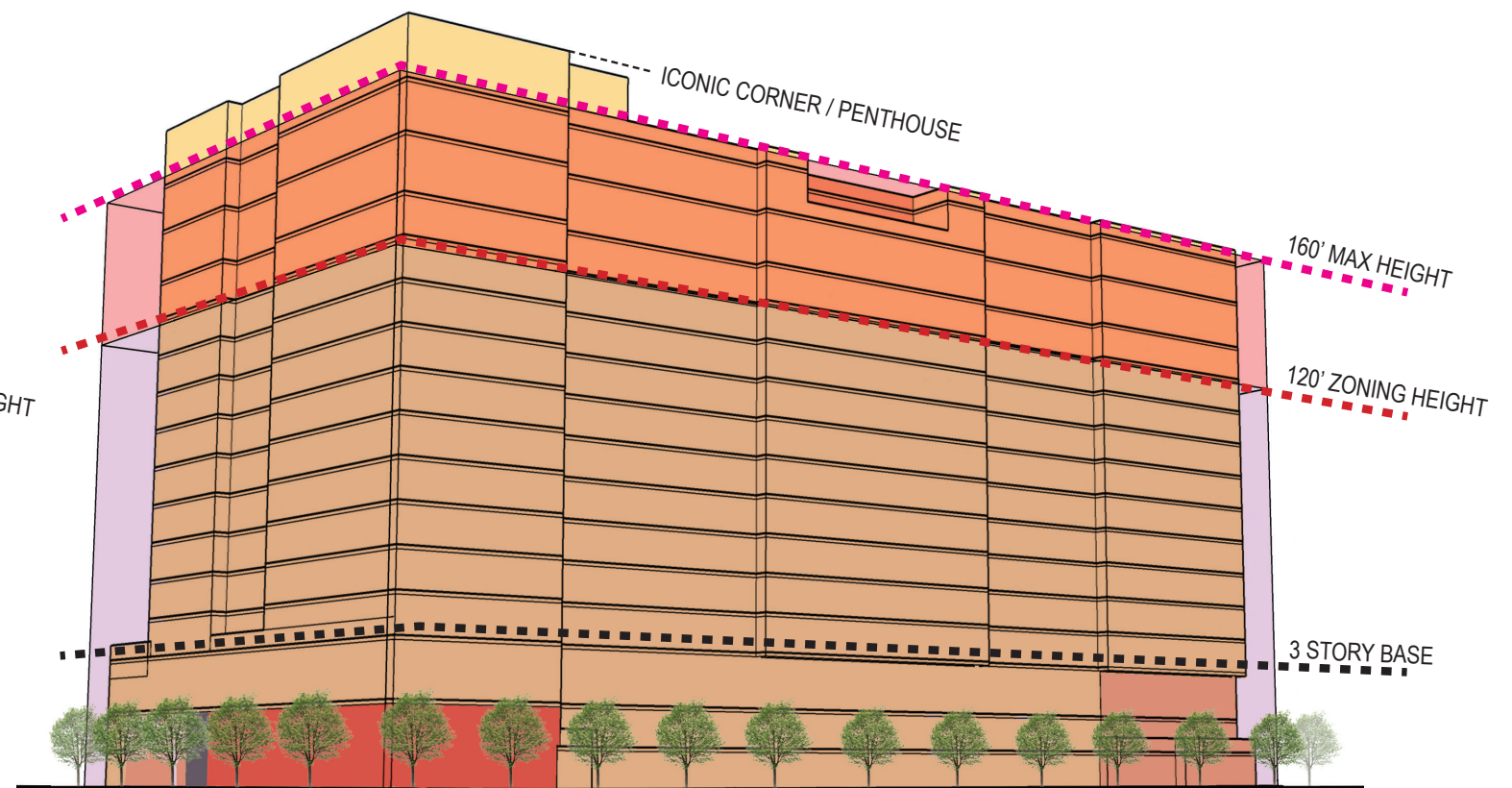
FLOOR PLANS 7.2

DNC RODGERS
DNC Architects, Inc. CONSULTING

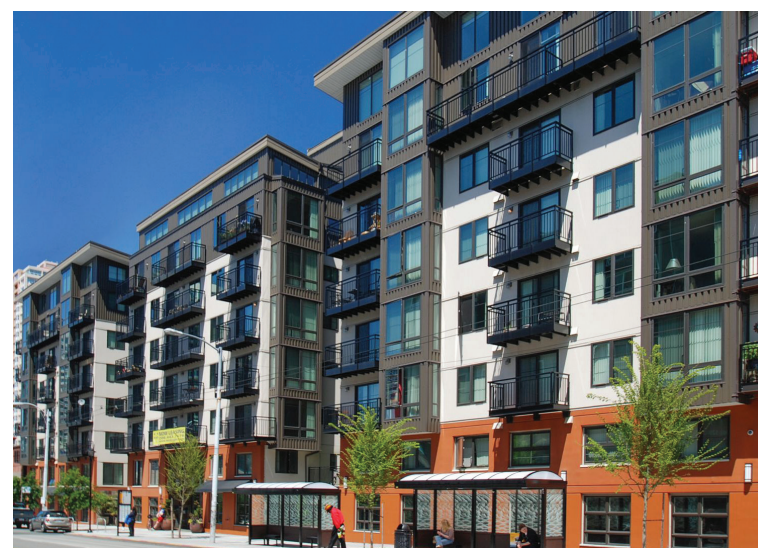
Floor Plans



PERSPECTIVE (PREVIOUS)



PERSPECTIVE (UPDATED)



| | | |
|----------------------|------------|----------------|
| RESIDENTIAL | OPEN SPACE | RETAIL |
| CORRIDORS | PARKING | AMENITY/ LOBBY |
| VERTICAL CIRCULATION | BOH | WALK-UP UNITS |

BATTERY LANE DISTRICT

SITE B: 4858 BATTERY LANE

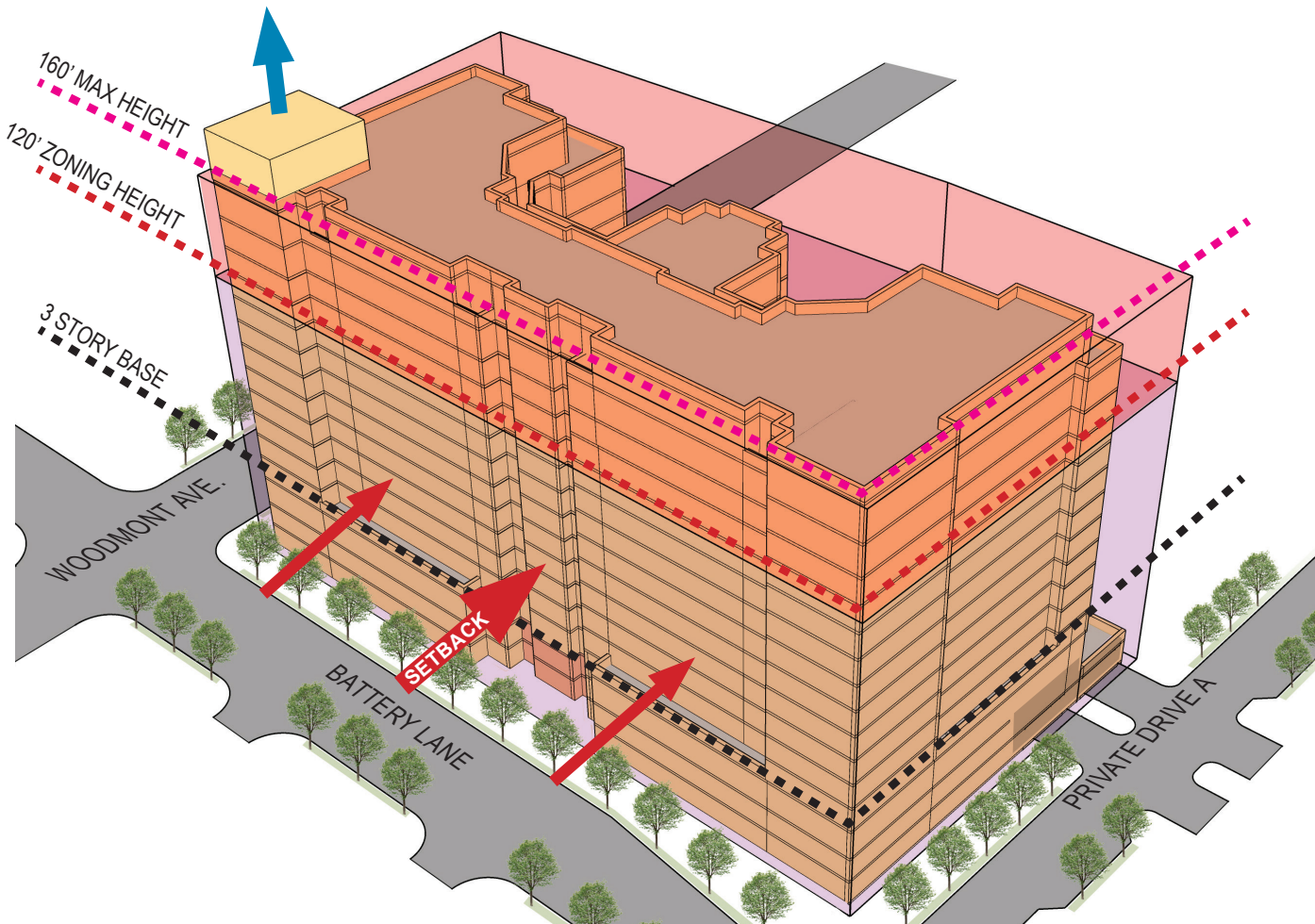
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BROWN DEVELOPMENT LLC.

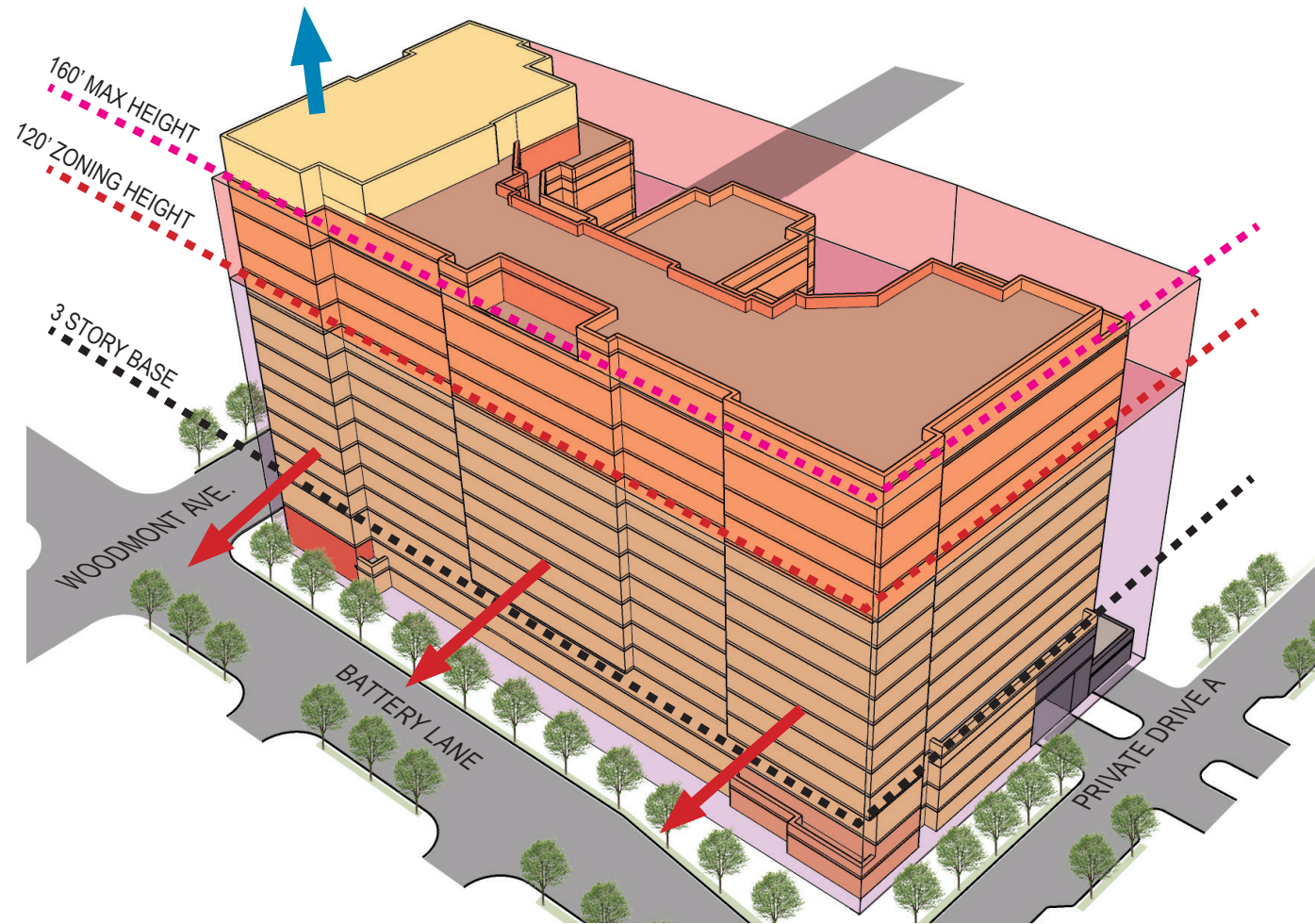
MAY 08, 2019

COOPER CARRY

8.3



PERSPECTIVE (PREVIOUS)



PERSPECTIVE (UPDATED)

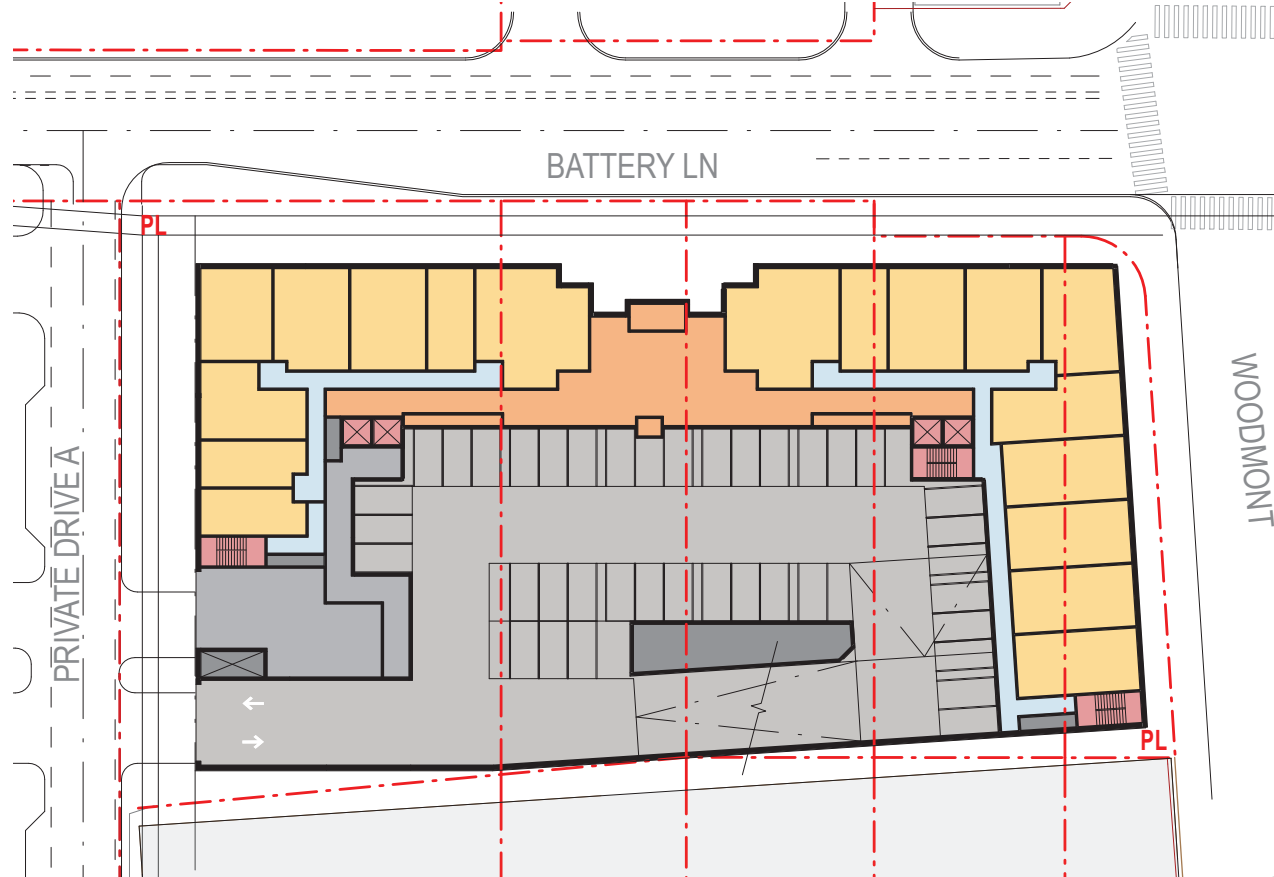


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| RESIDENTIAL | OPEN SPACE | RETAIL |
| CORRIDORS | PARKING | AMENITY/ LOBBY |
| VERTICAL CIRCULATION | BOH | WALK-UP UNITS |

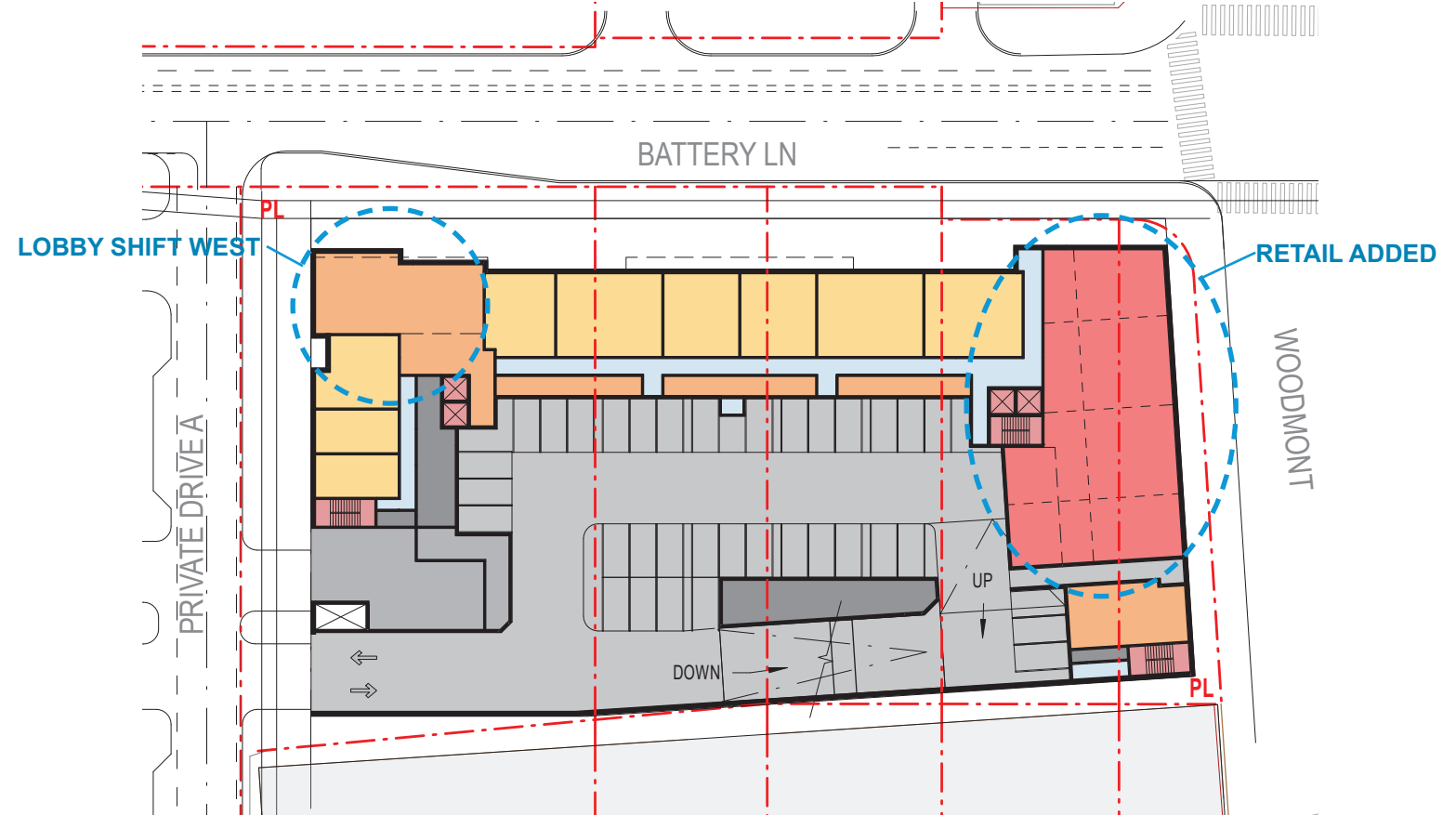
BATTERY LANE DISTRICT

SITE B: 4858 BATTERY LANE

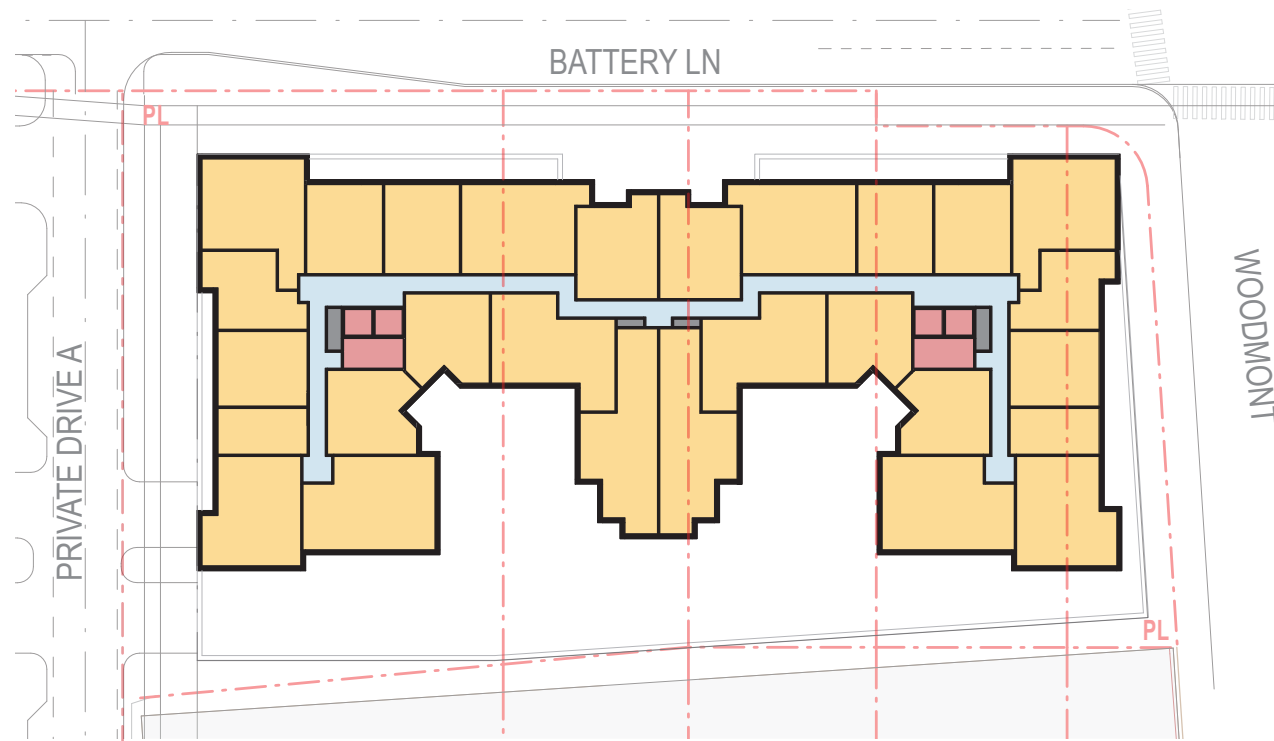
TOWER DESIGN No.



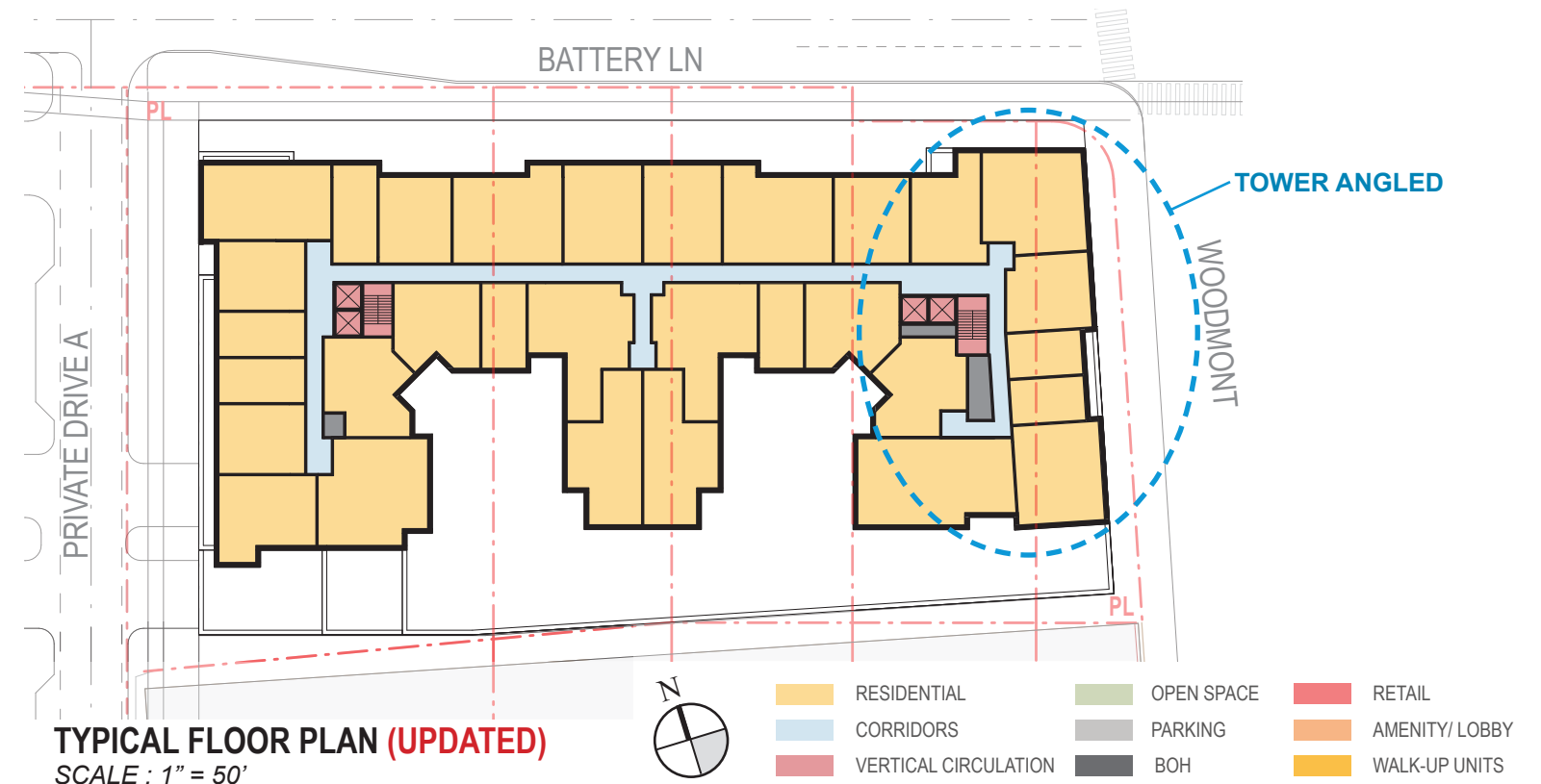
GROUND FLOOR PLAN (PREVIOUS)
SCALE : 1" = 50'



GROUND FLOOR PLAN (UPDATED)
SCALE : 1" = 50'



TYPICAL FLOOR PLAN (PREVIOUS)
SCALE : 1" = 50'



TYPICAL FLOOR PLAN (UPDATED)
SCALE : 1" = 50'

BATTERY LANE DISTRICT

SITE B: 4858 BATTERY LANE

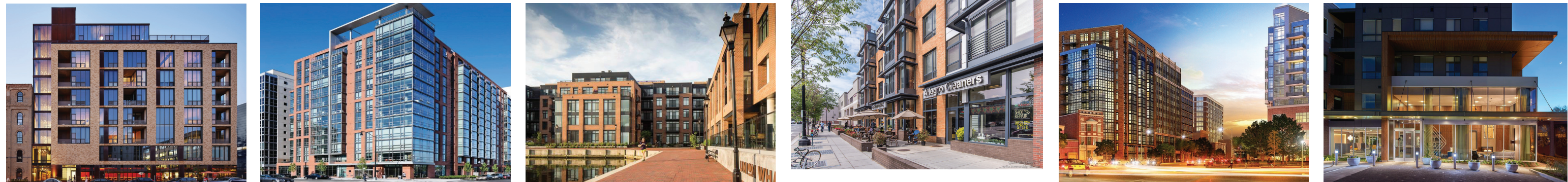
SITE B PLANS No.



GROUND FLOOR PLAN (PREVIOUS)



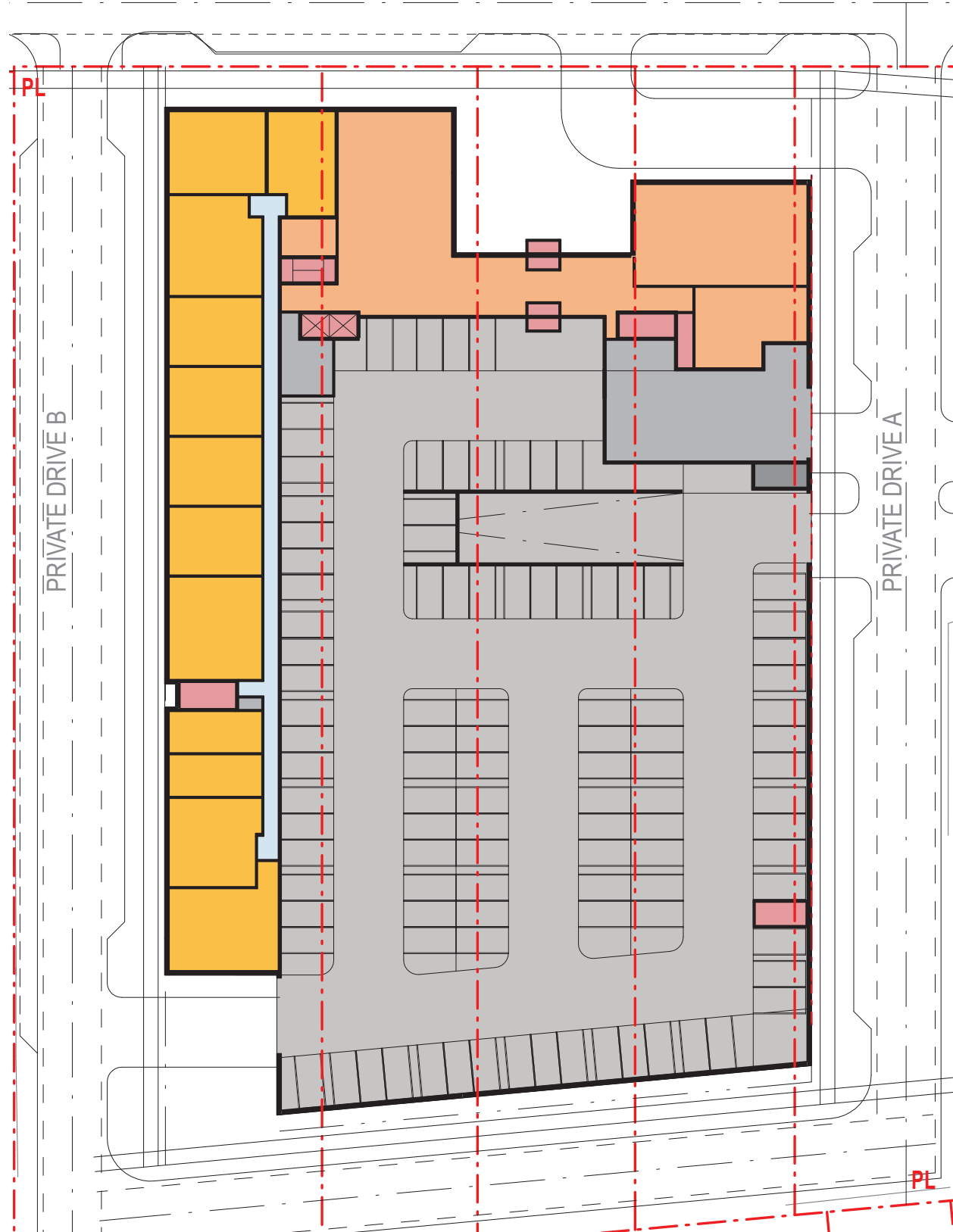
GROUND FLOOR PLAN (UPDATED)



BATTERY LANE DISTRICT

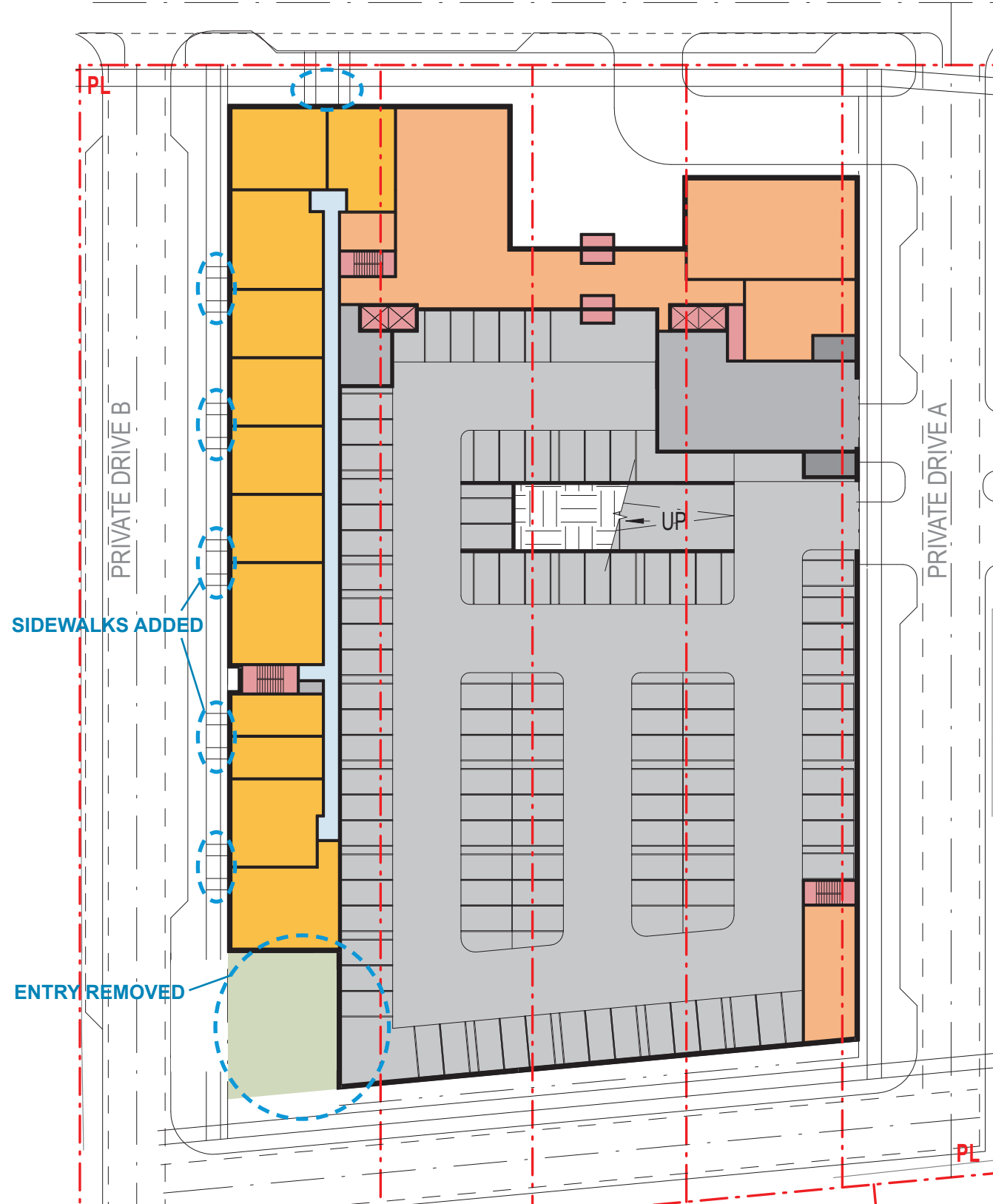
SITE B: 4858 BATTERY LANE

ELEVATION PRECEDENTS No.



GROUND FLOOR PLAN (PREVIOUS)

SCALE : 1" = 50'



GROUND FLOOR PLAN (UPDATED)

SCALE : 1" = 50'

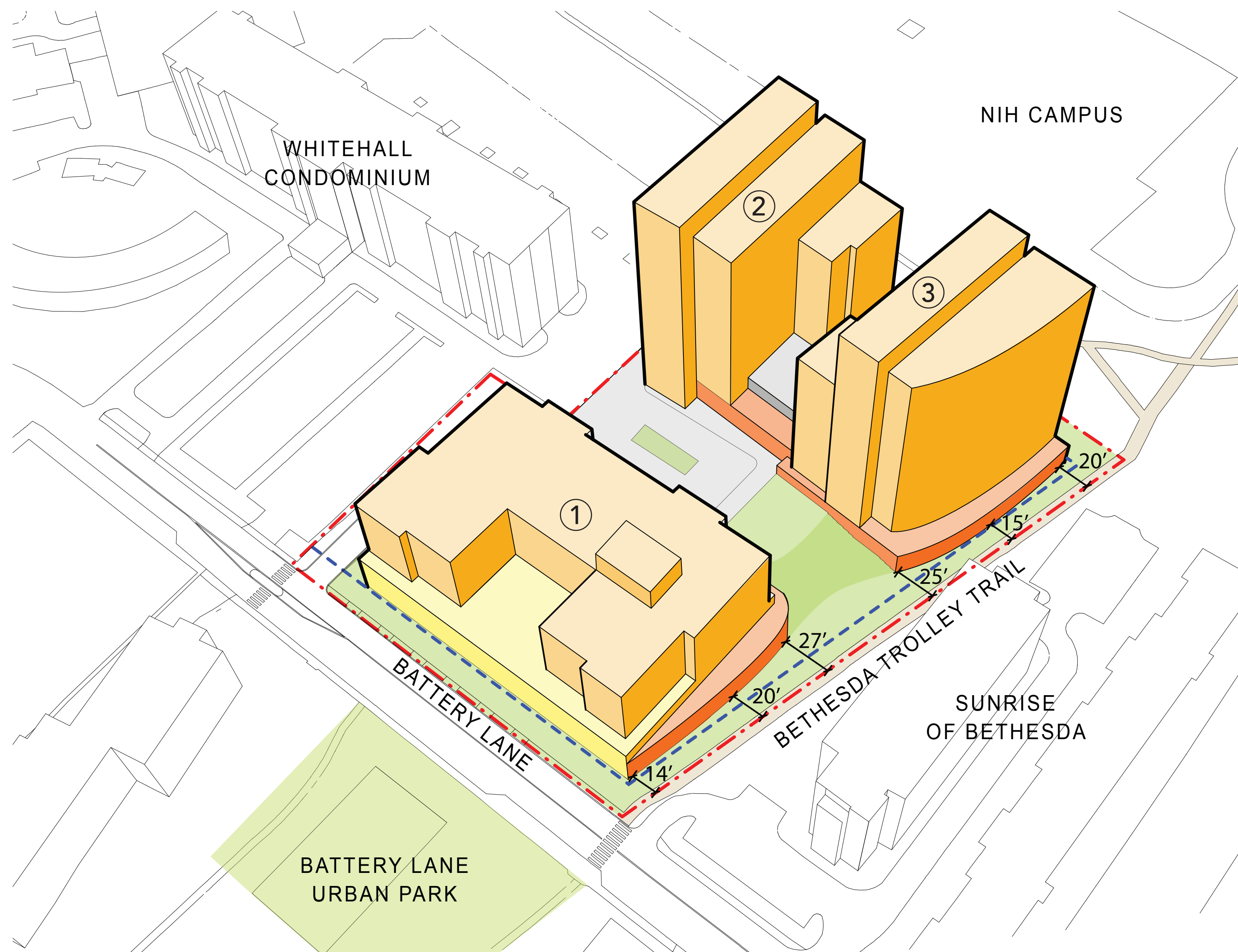


| | | |
|----------------------|------------|----------------|
| RESIDENTIAL | OPEN SPACE | RETAIL |
| CORRIDORS | PARKING | AMENITY/ LOBBY |
| VERTICAL CIRCULATION | BOH | WALK-UP UNITS |

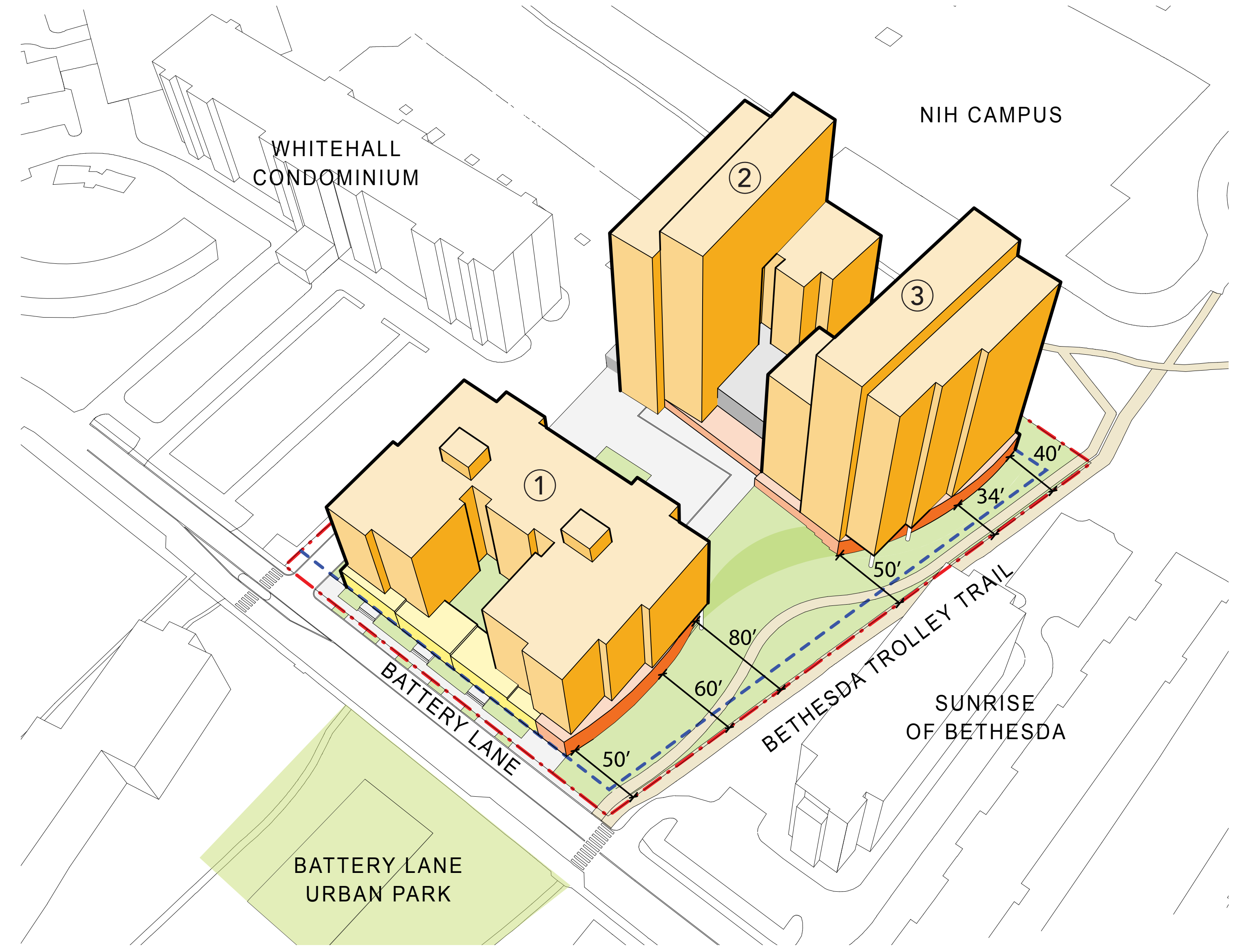
BATTERY LANE DISTRICT

SITE C: 4890&4900 BATTERY LANE

SITE C PLANS No.



DAP 1 SUBMISSION



DAP 2 SUBMISSION

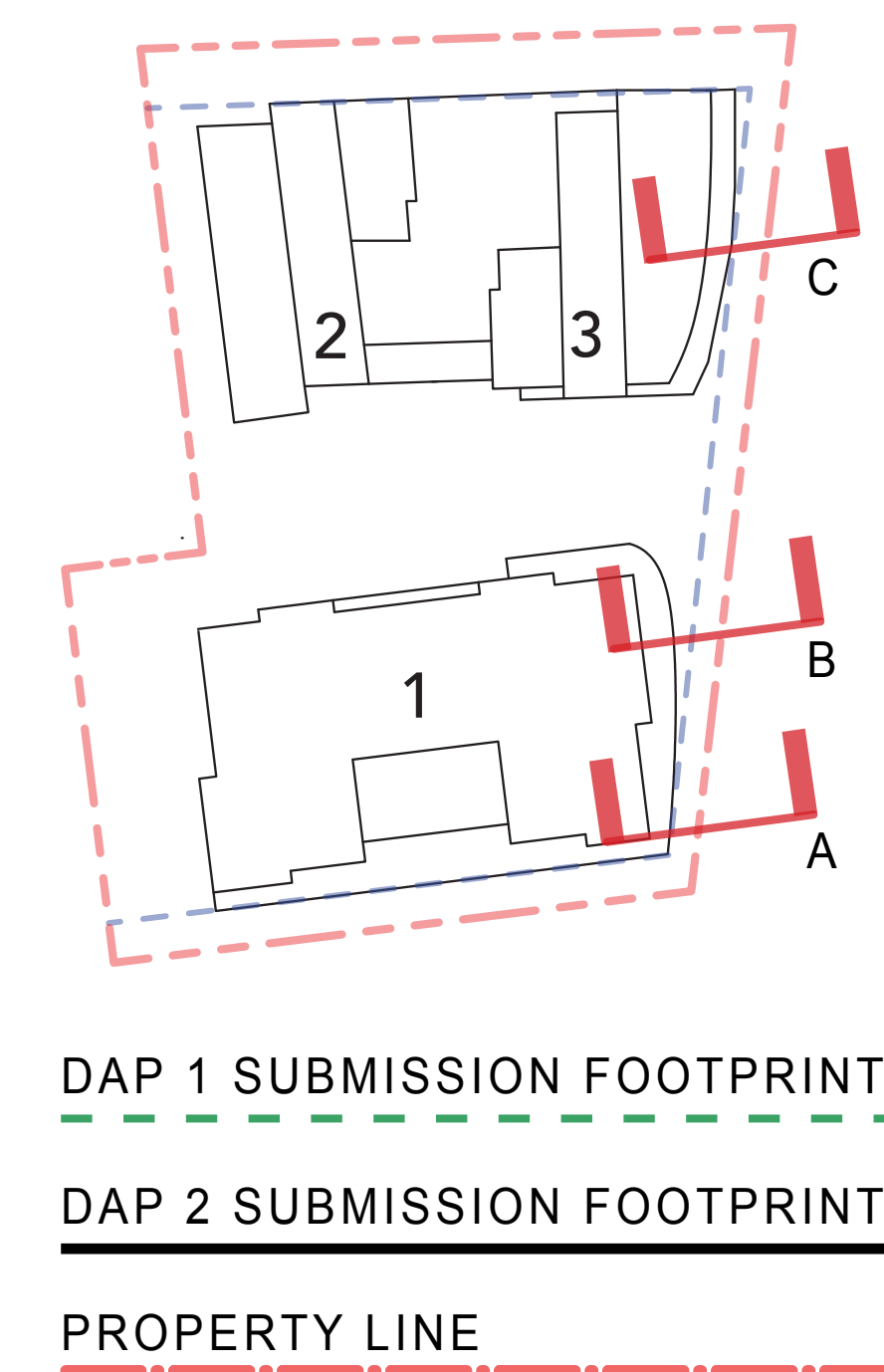
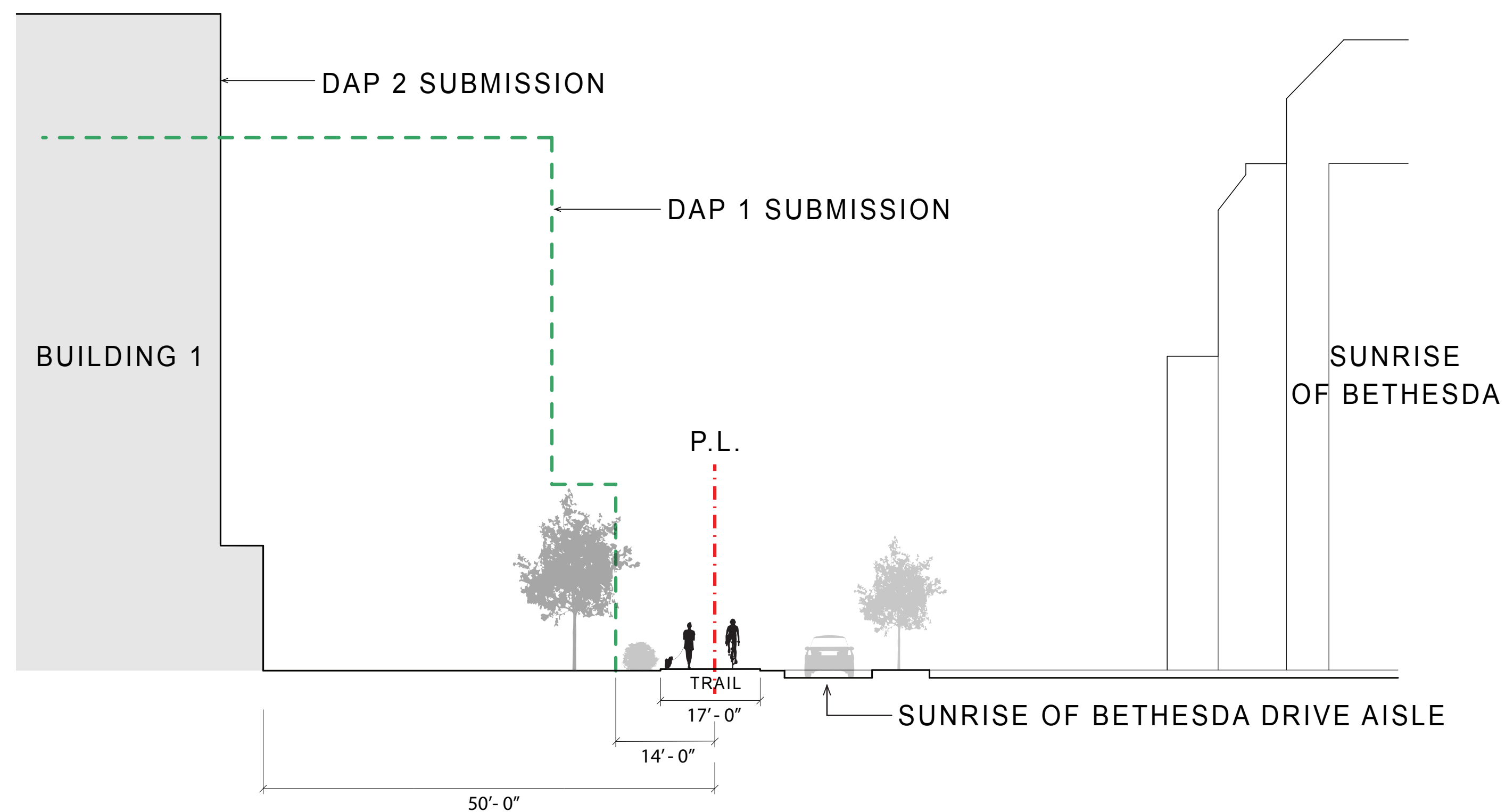
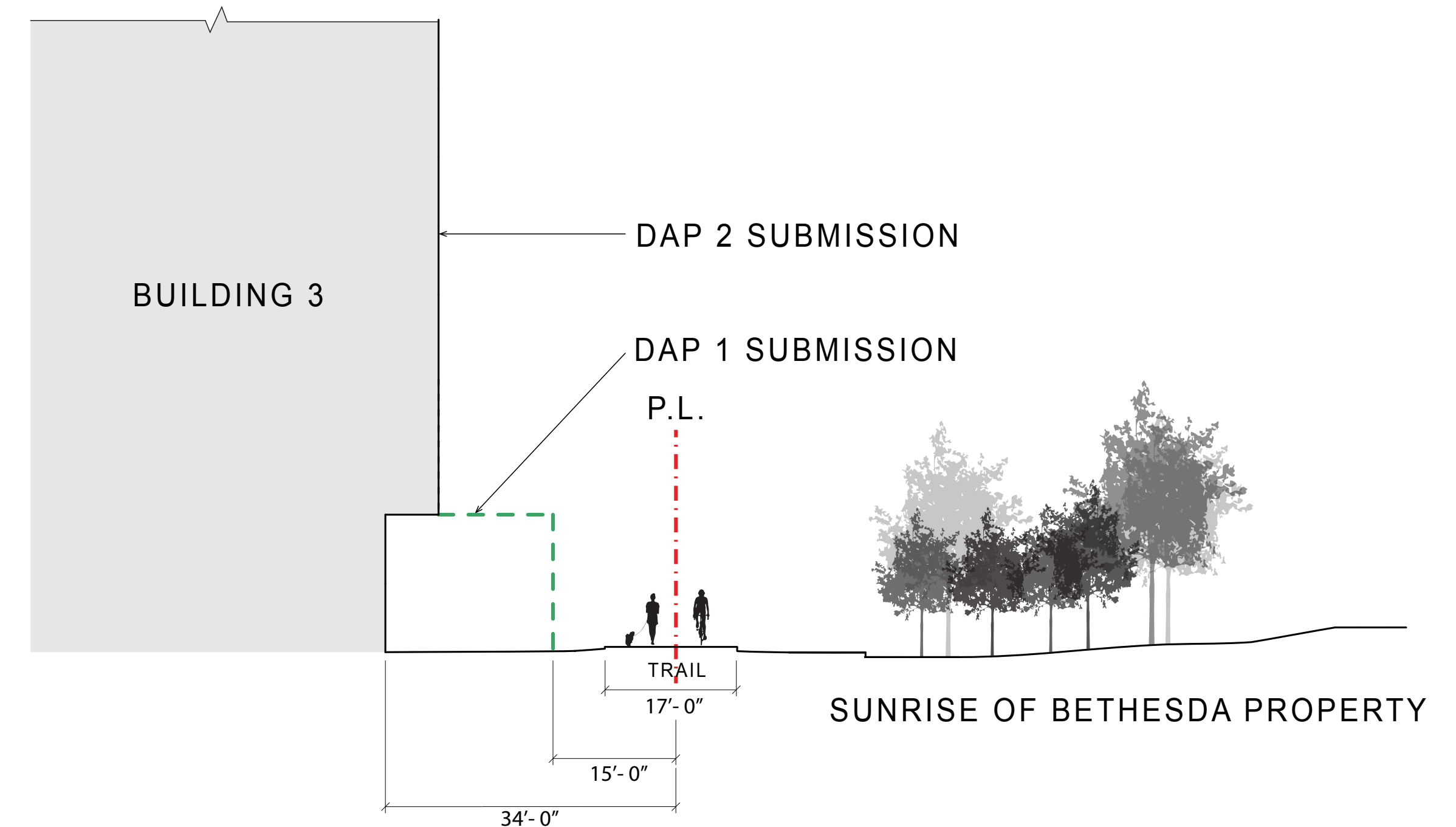
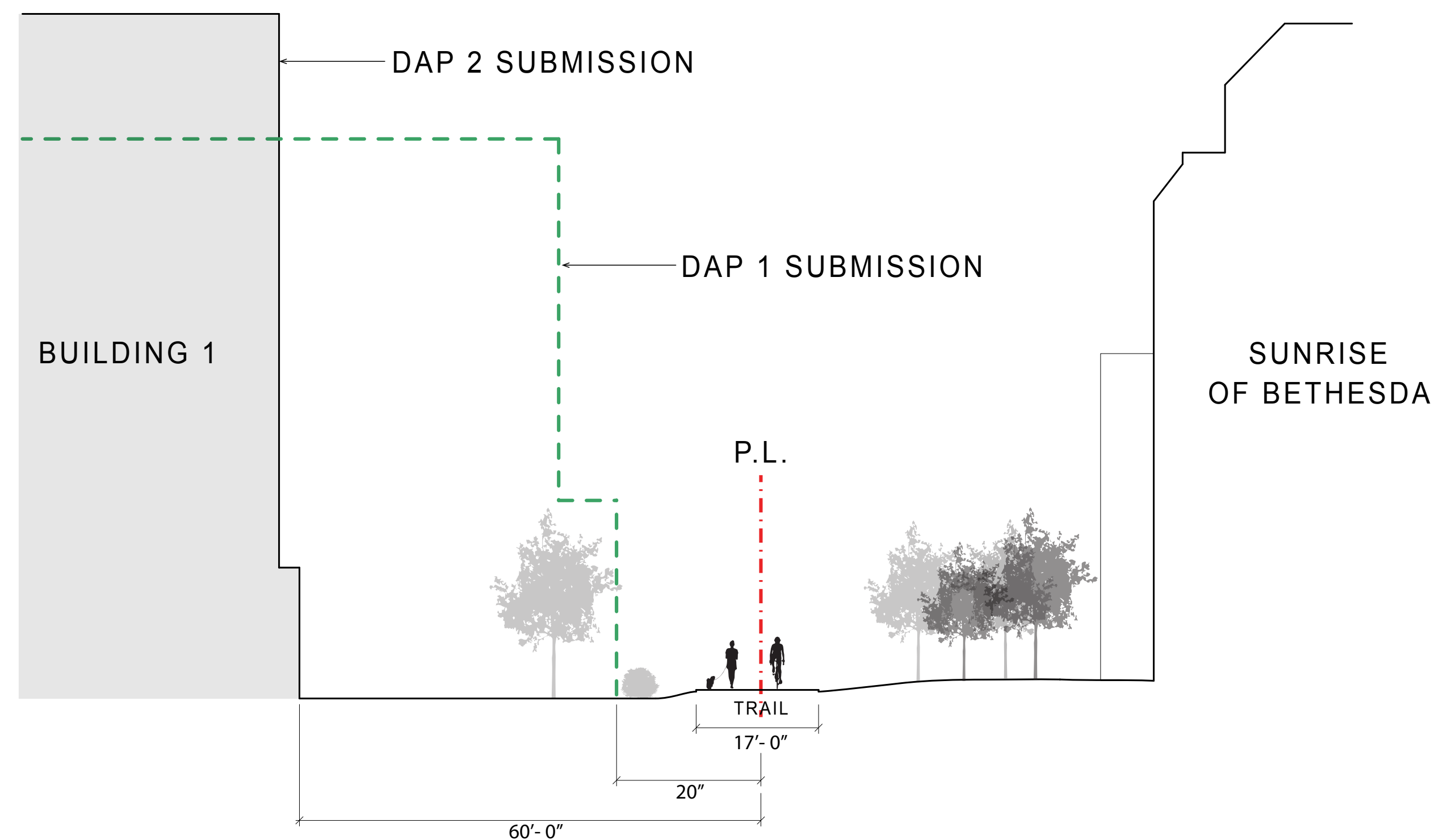
SETBACK LINE
PROPERTY LINE



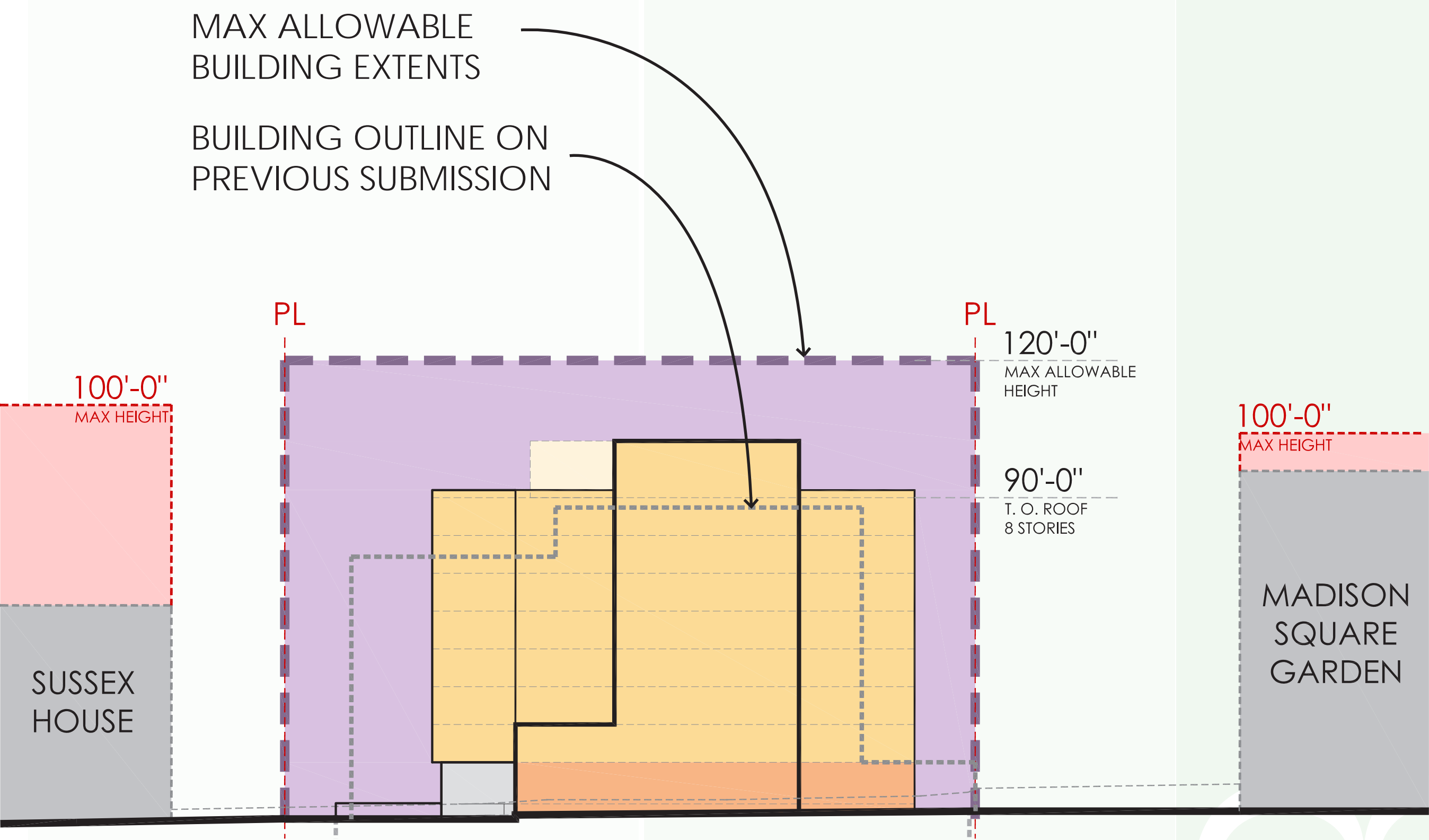
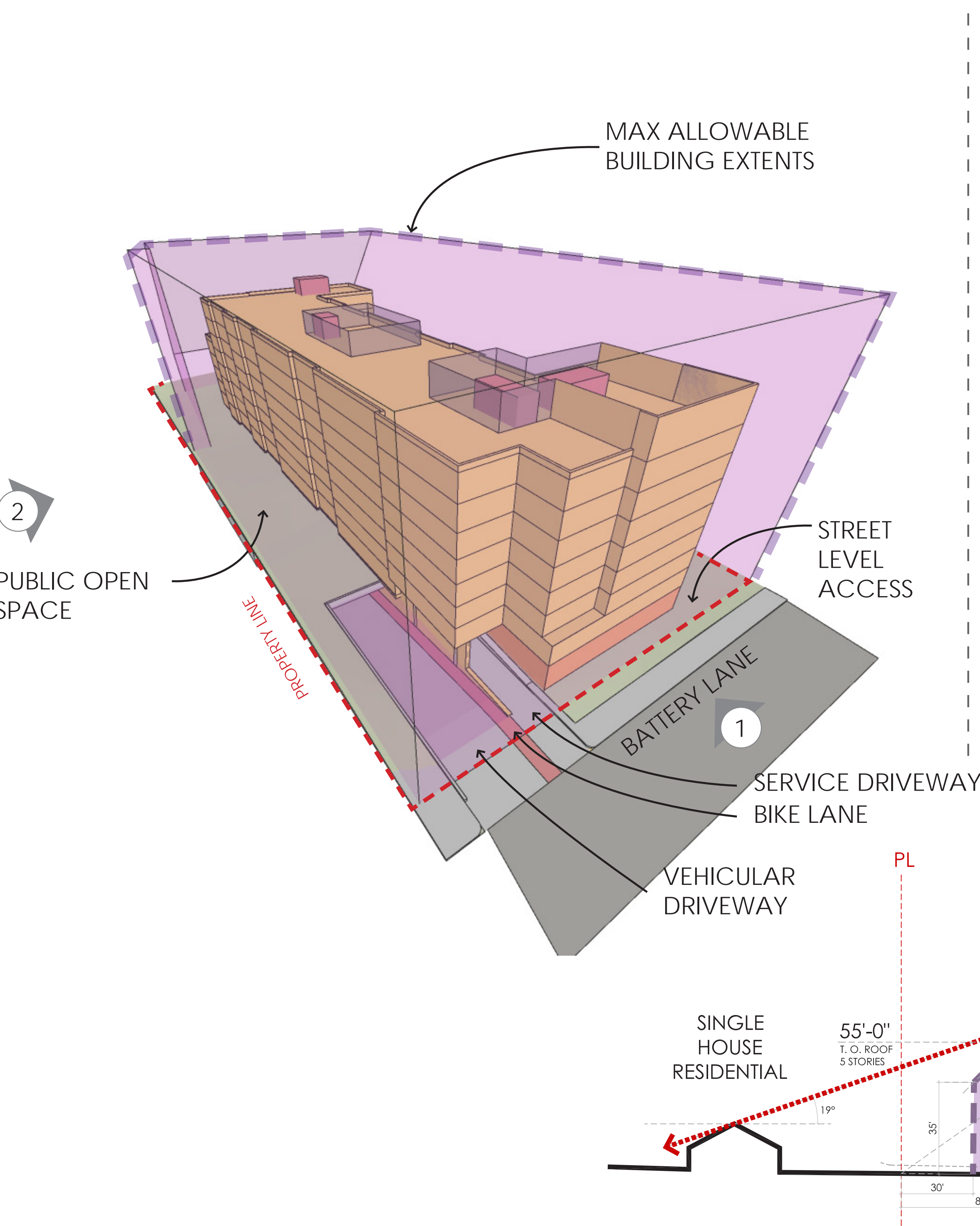
PLAZA LEVEL FLOOR PLAN
1/32" = 1'-0"



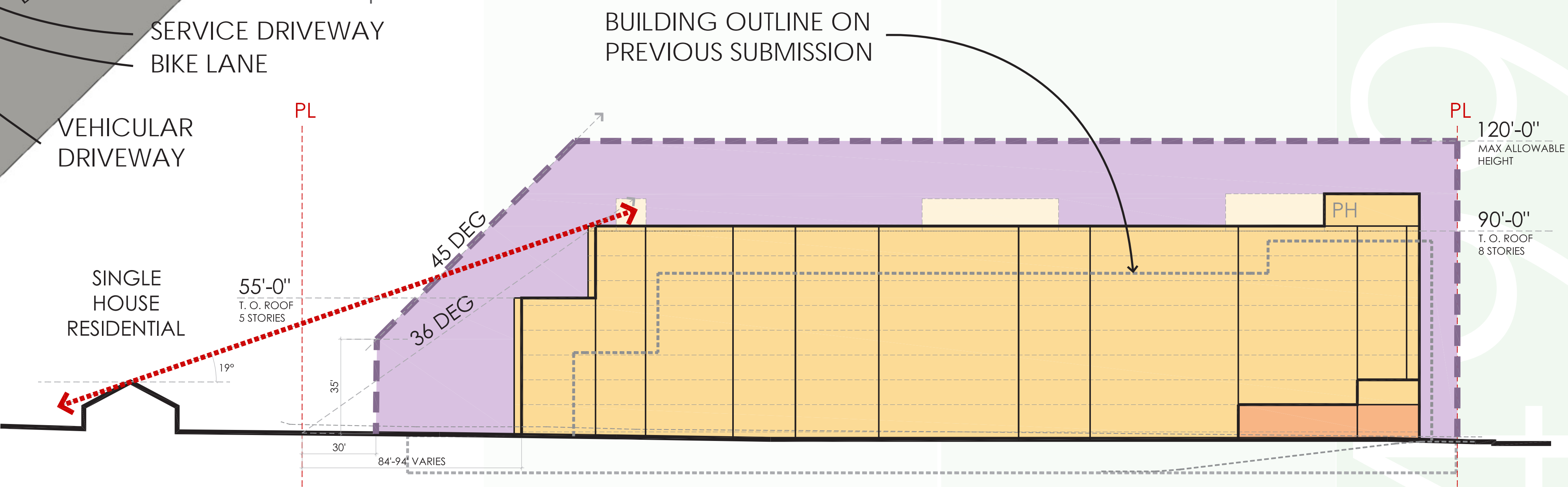
TYPICAL LEVEL FLOOR PLAN
1/32" = 1'-0"



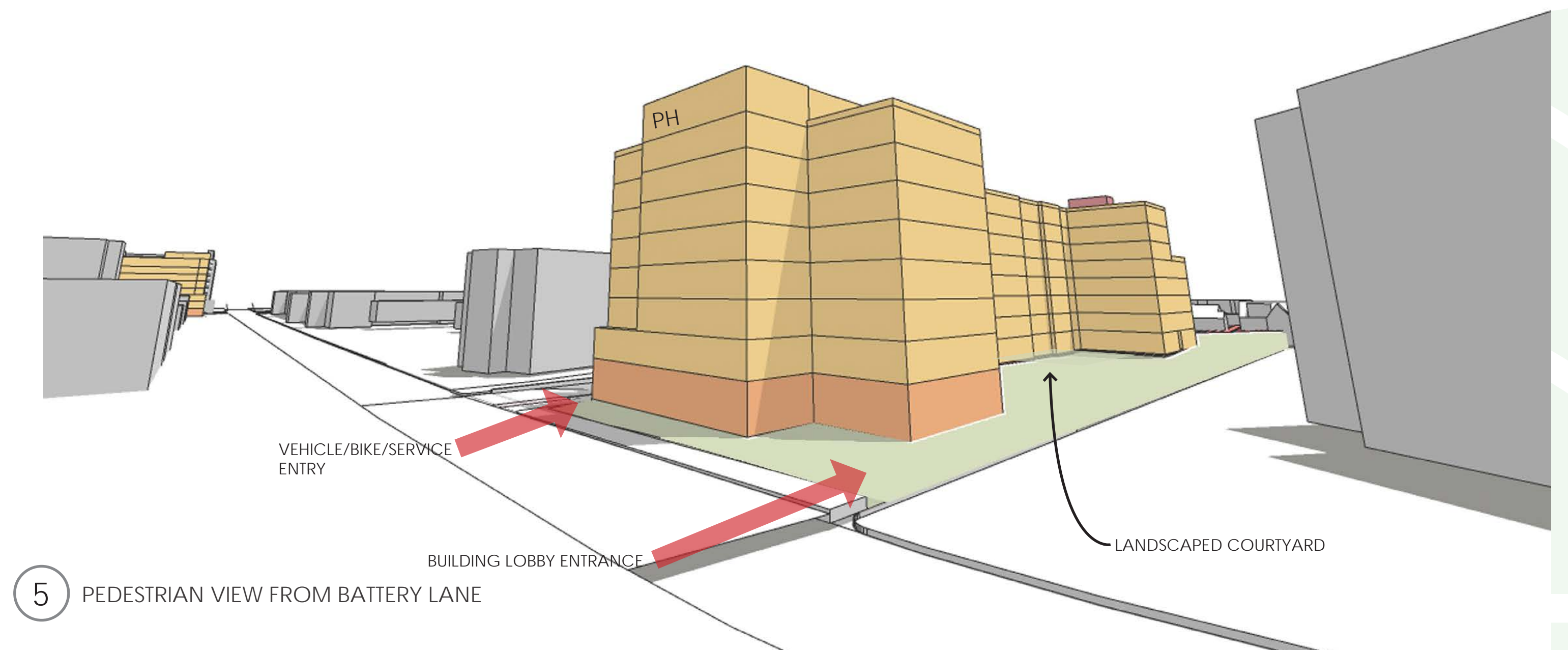
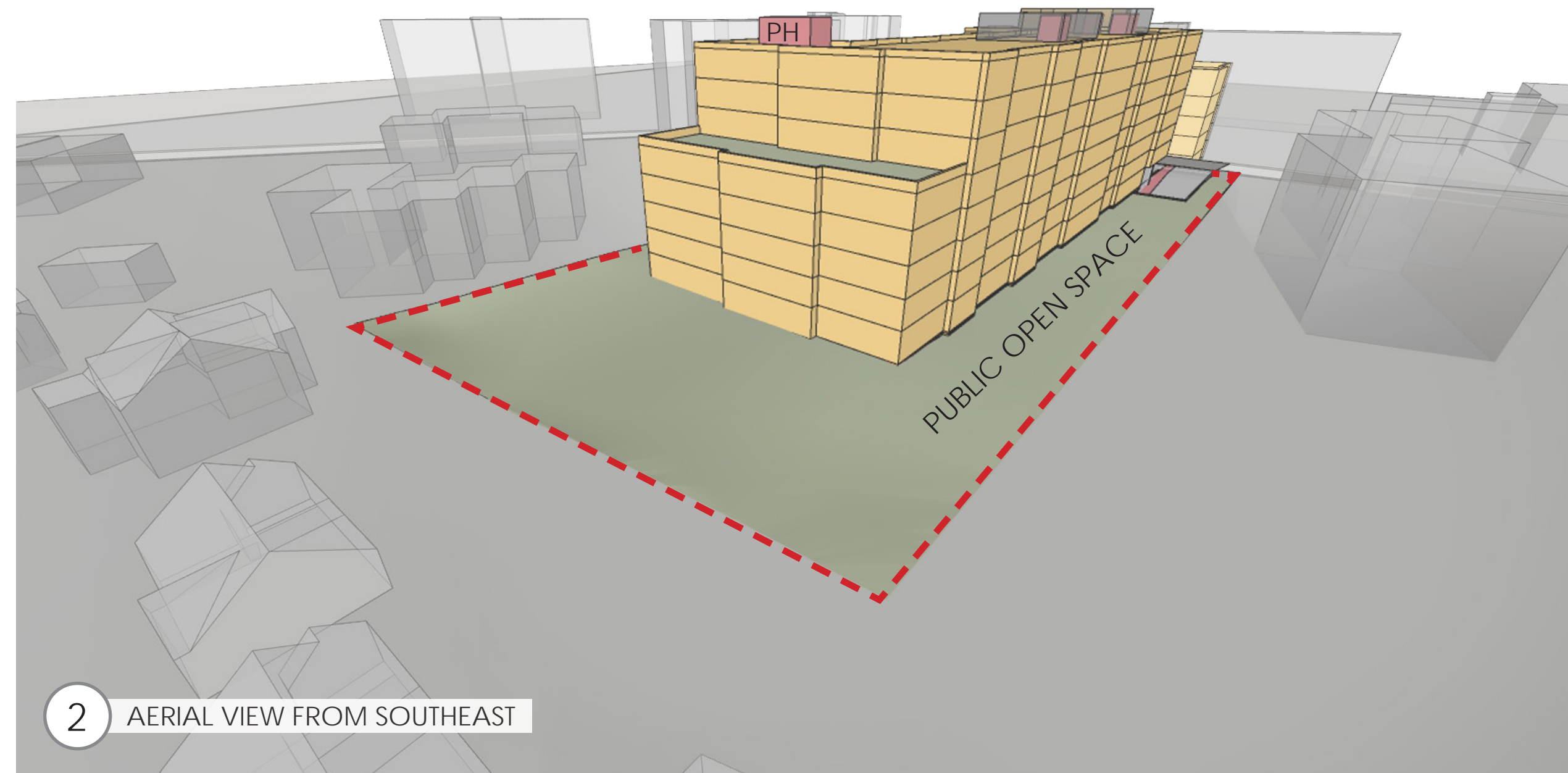
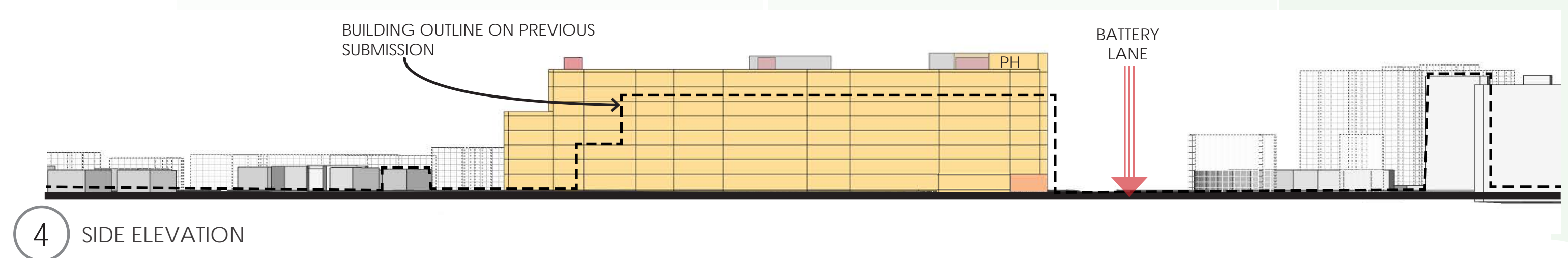
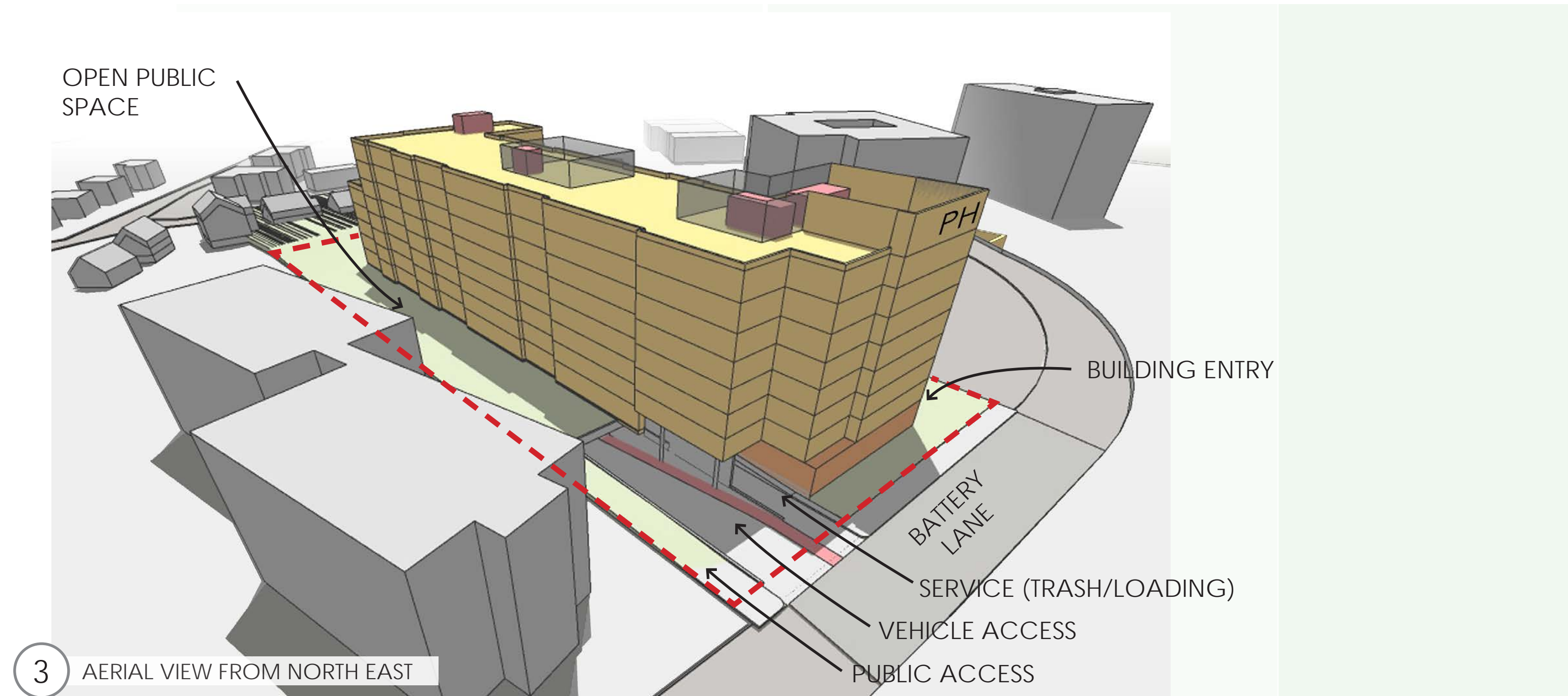
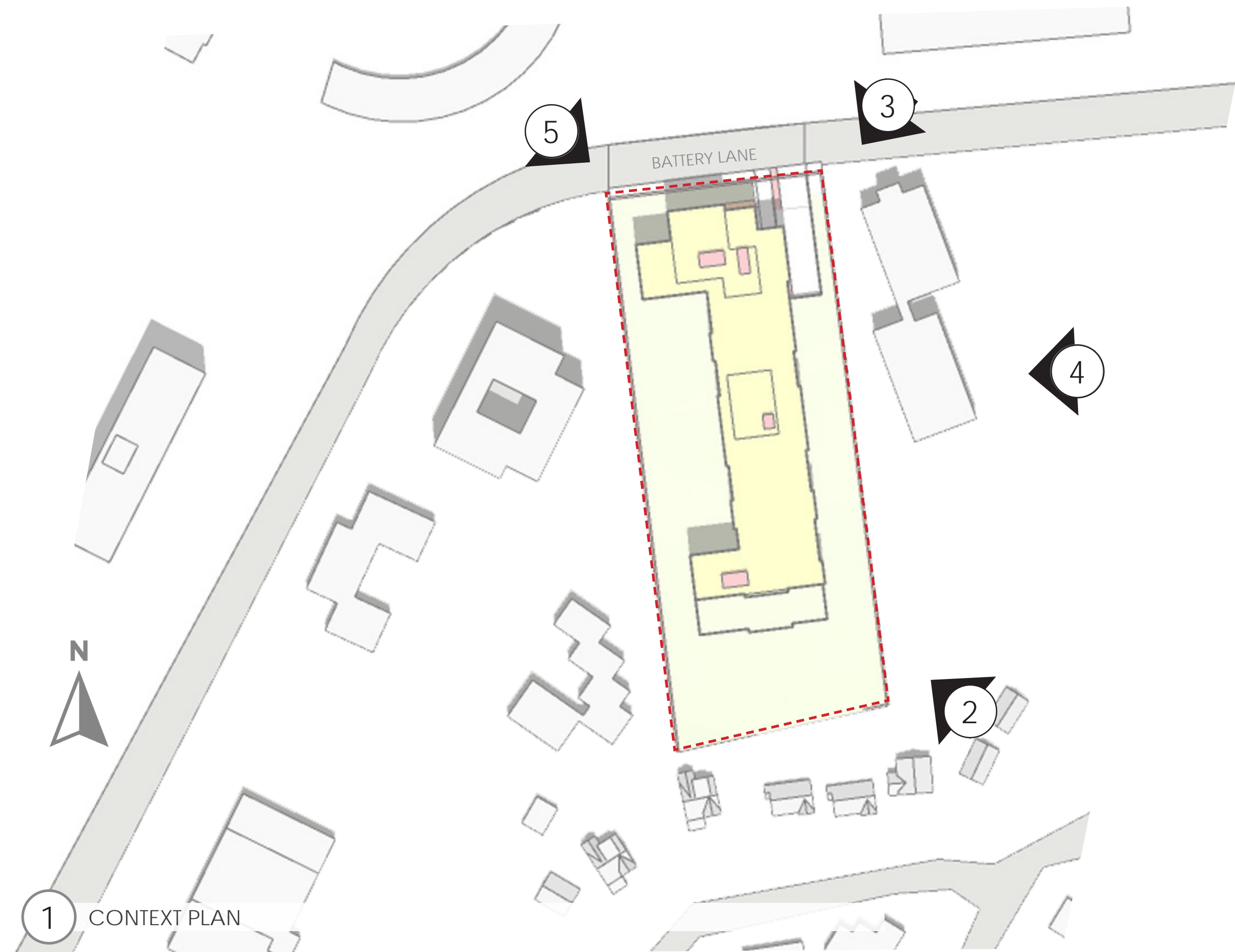
PROPOSED MASSING

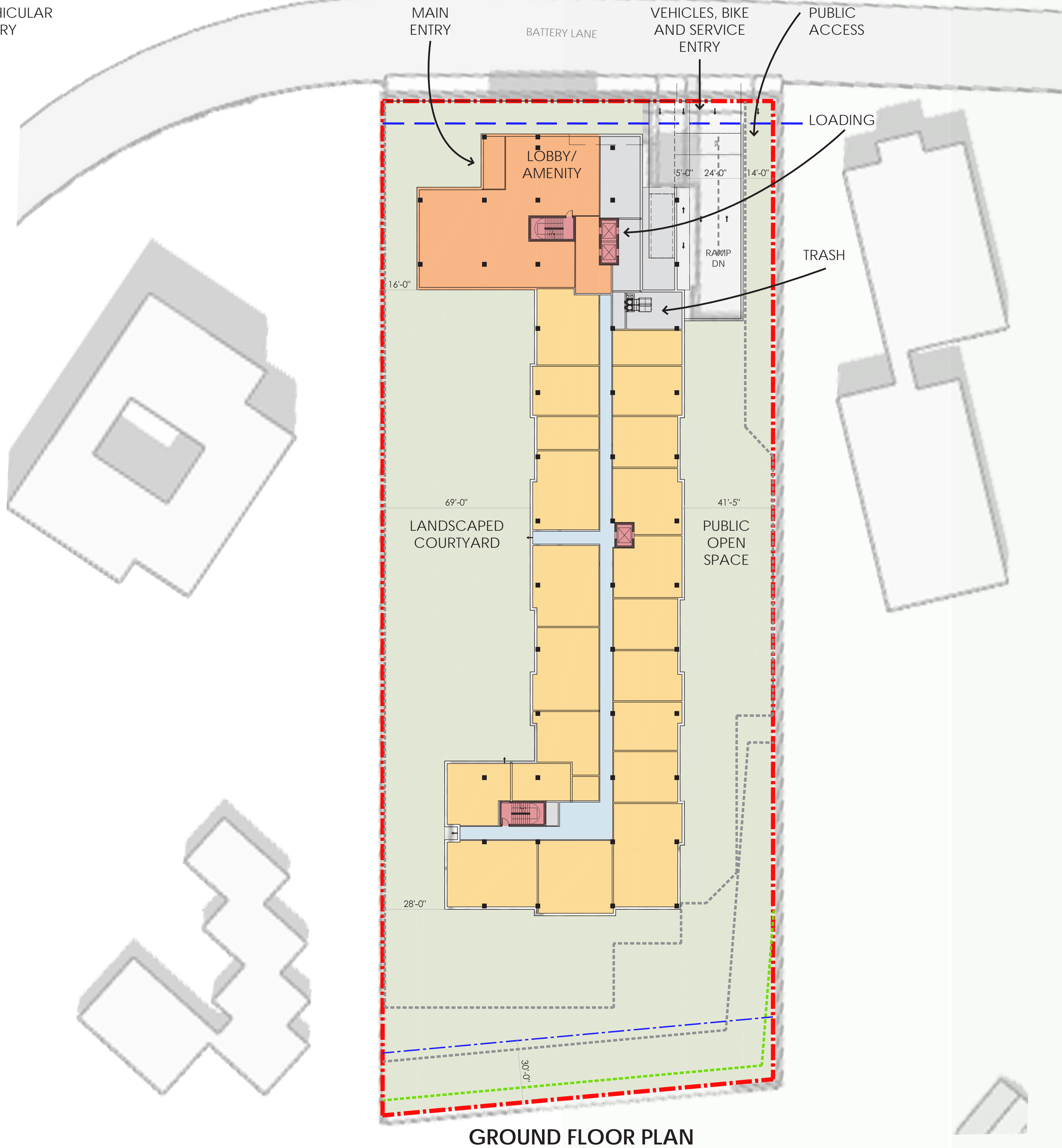
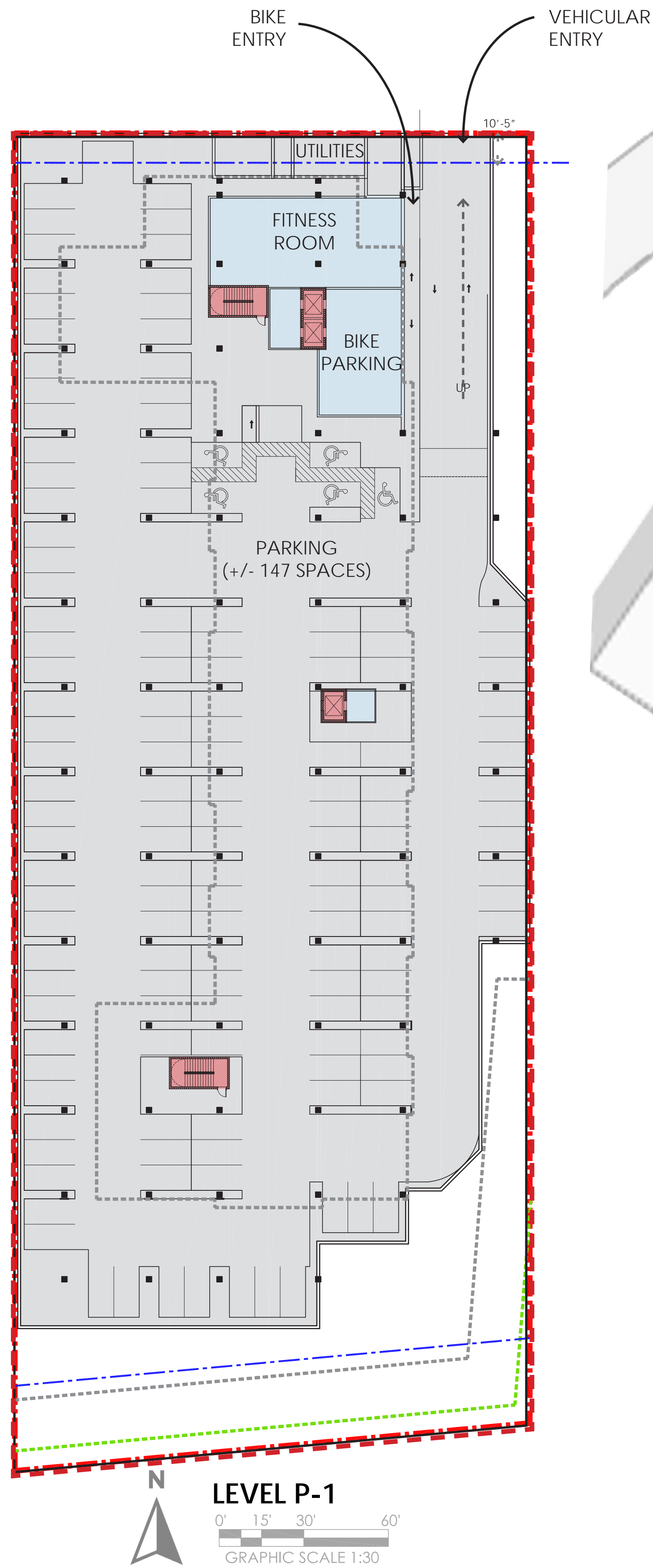


1 HEIGHT STUDY ALONG BATTERY LANE



2 HEIGHT STUDY FROM EAST





- RESIDENTIAL
- RESIDENTIAL AMENITY / LOBBY
- CORRIDORS
- PARKING
- VERTICAL CIRCULATION
- GREEN SPACE
- PROPERTY LINE

GROUND FLOOR PLAN

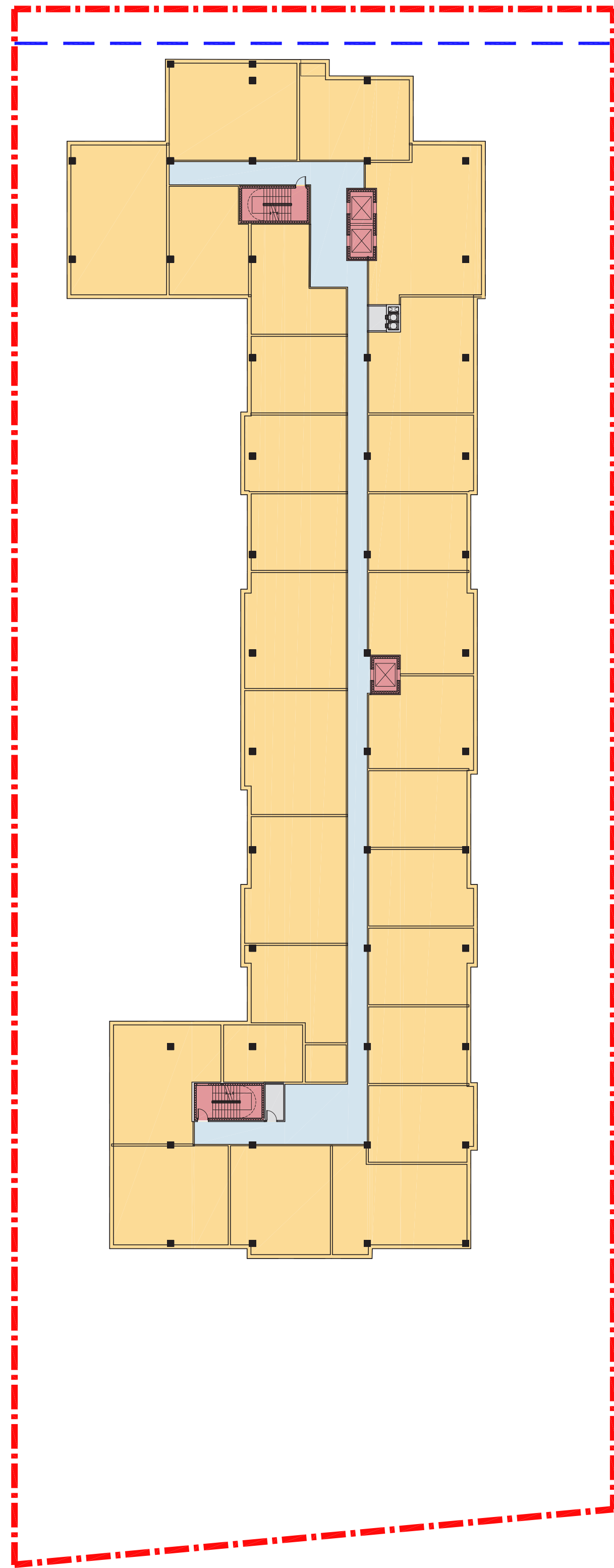
BATTERY LANE DISTRICT

BROWN DEVELOPMENT LLC.

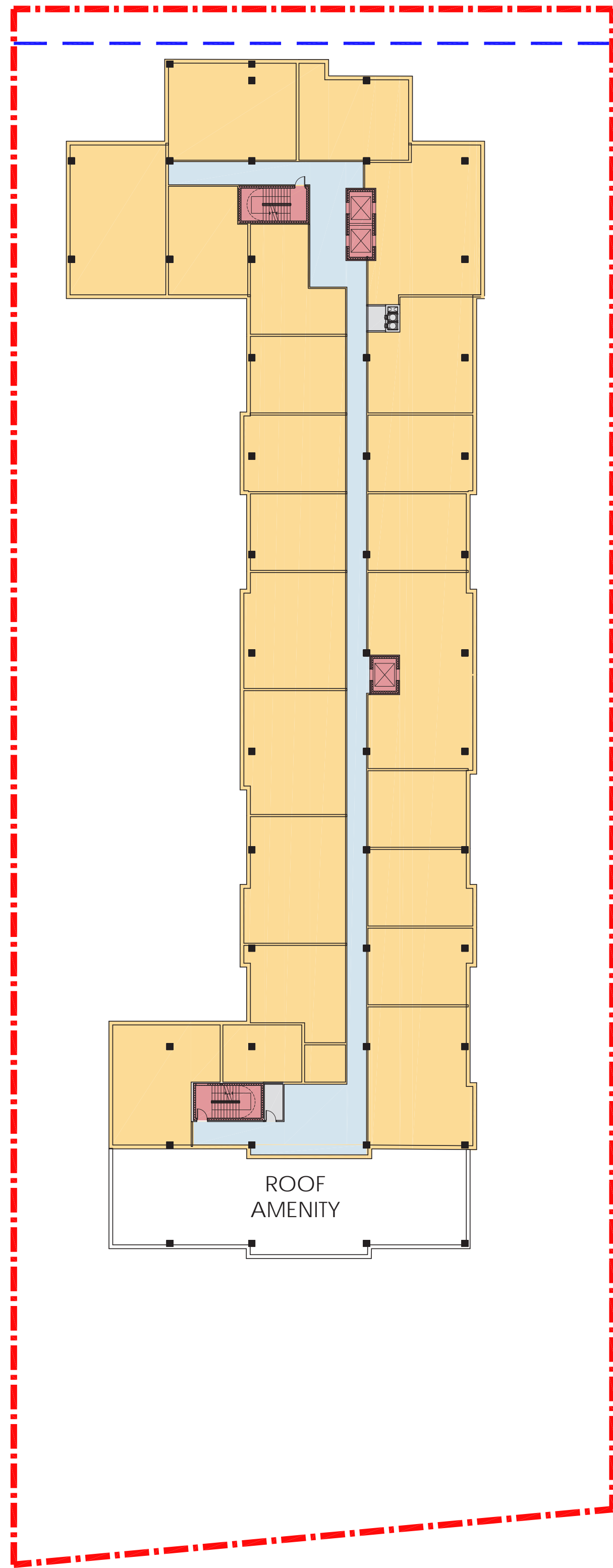
SITE E - 4998 BATTERY LANE

May 6, 2019

FLOOR PLANS | 15.1



N
2ND - 5TH FLR PLAN
0' 15' 30' 60'
GRAPHIC SCALE 1:30



6TH - 8TH FLR PLAN

A SECTION A

PL



N

NIS

PL

PH

FLOOR 8

FLOOR 7

FLOOR 6

FLOOR 5

FLOOR 4

FLOOR 3

FLOOR 2

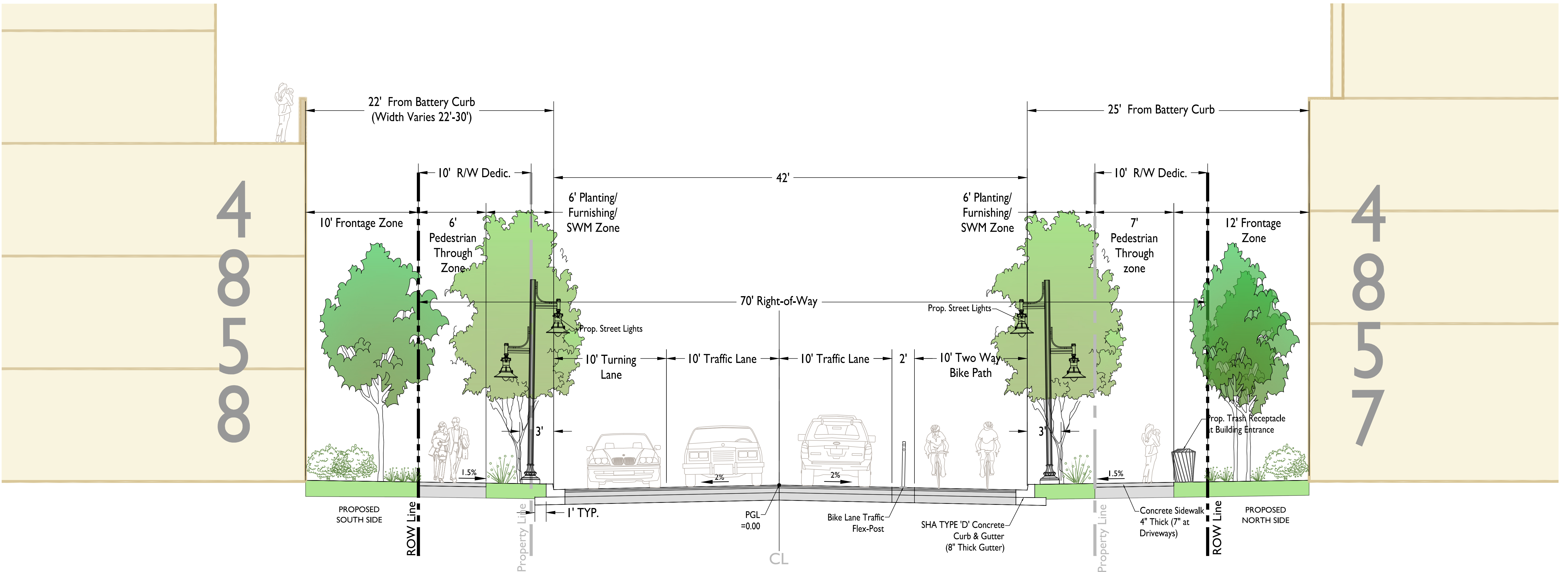
FLOOR 1

P1

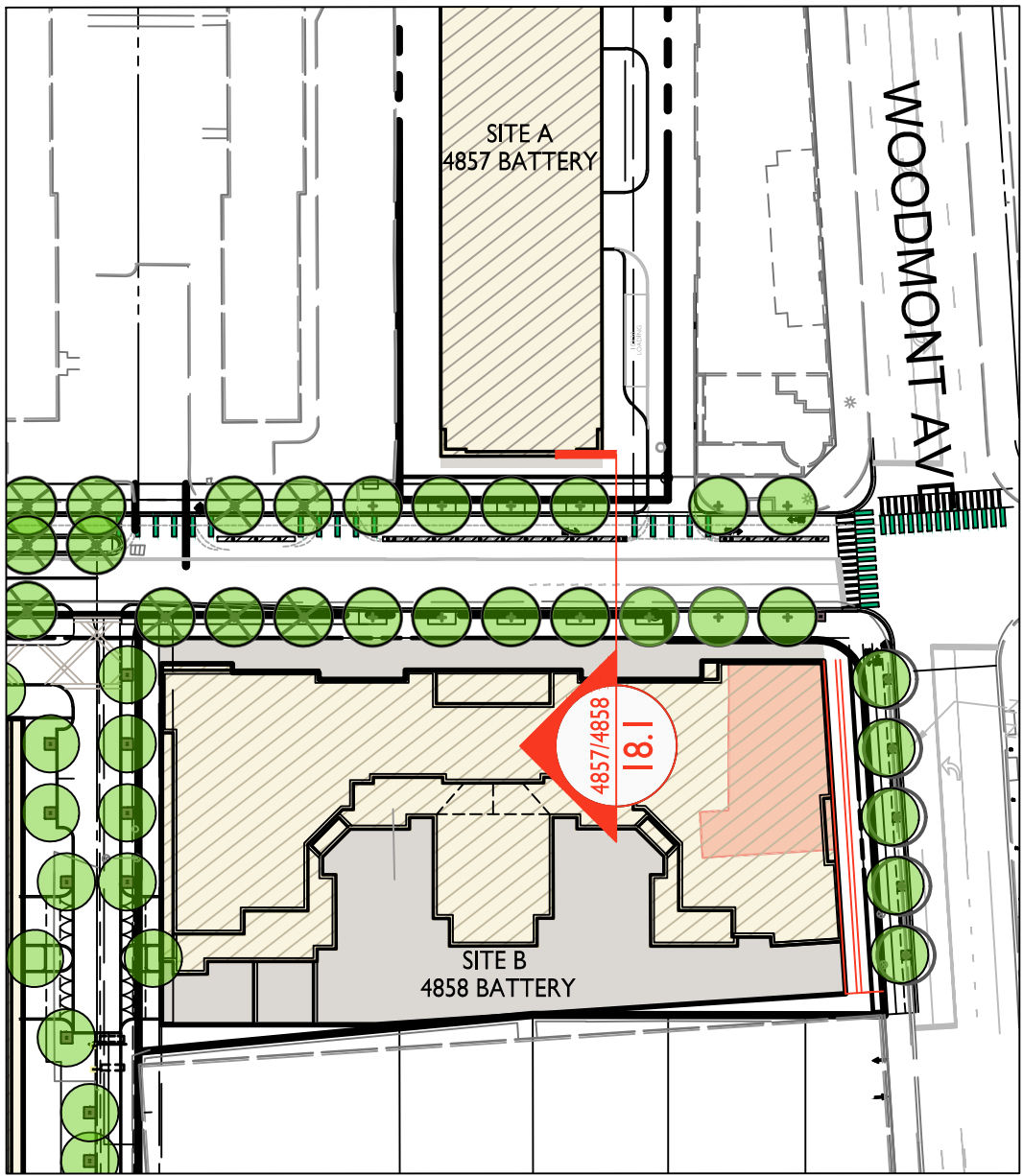
BATTERY LANE DISTRICT

SITE E - 4998 BATTERY LANE

FLOOR PLANS | 15.2



4857/4858 PROPOSED BATTERY LANE ROAD SECTION



4857/4858 BATTERY PLAN SECTION



PROP. STREET LIGHT - BATTERY LANE



TYP. BETHESDA PAVER SECTION



BICYCLE LANE WITH FLEX BOLLARDS

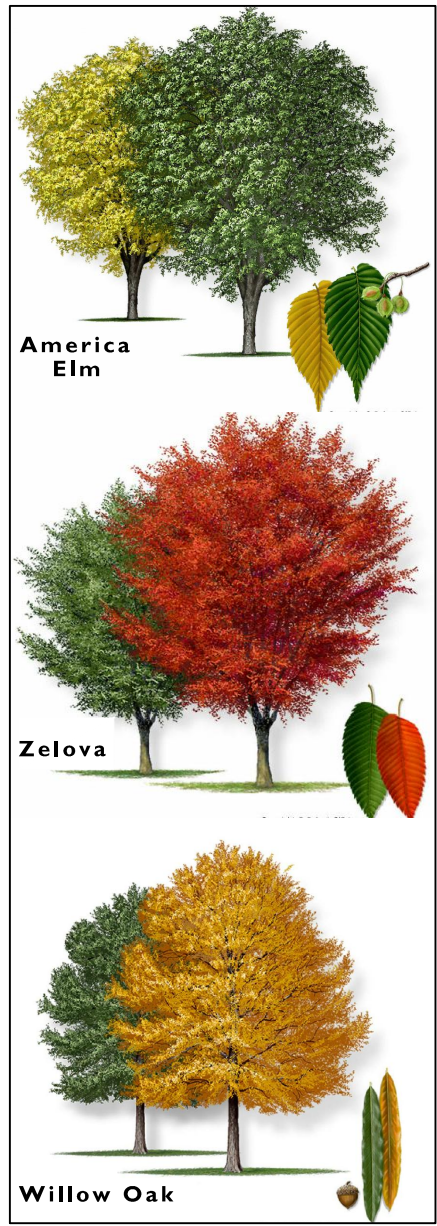


PROP. BIKE RACKS



PROP. BENCH

PROP. TRASH RECEPTACLE



PROP. STREET TREES

| LEGEND | |
|---|-----------|
| | SOFTSCAPE |
| | HARDSCAPE |
| GENERAL NOTES | |
| <ul style="list-style-type: none"> PROPOSED STREETSCAPE IS PEDESTRIAN FOCUS VS INSTEAD OF VEHICLE PROPOSED BUILDING PLACEMENT ADDRESSES STREET AND ENCOURAGE INTERACTION. ENHANCED PEDESTRIAN ENVIRONMENTS. PLANTING AND SIDEWALK ZONES ARE TO PEDESTRIAN SCALE. PROVIDE SEPARATED SPACE FOR TWO WAY BICYCLE TRAFFIC CREATING A MORE COMMUTER EFFICIENT CORRIDOR. ALL OTHER BATTERY FRONTAGE STREETSCAPES OUTSIDE SCOPE OF WORK ARE TO BE FUTURE RE-DEVELOPMENTS BY OTHERS. | |

BATTERY DISTRICT

BROWN DEVELOPMENT LLC.

DAP #2

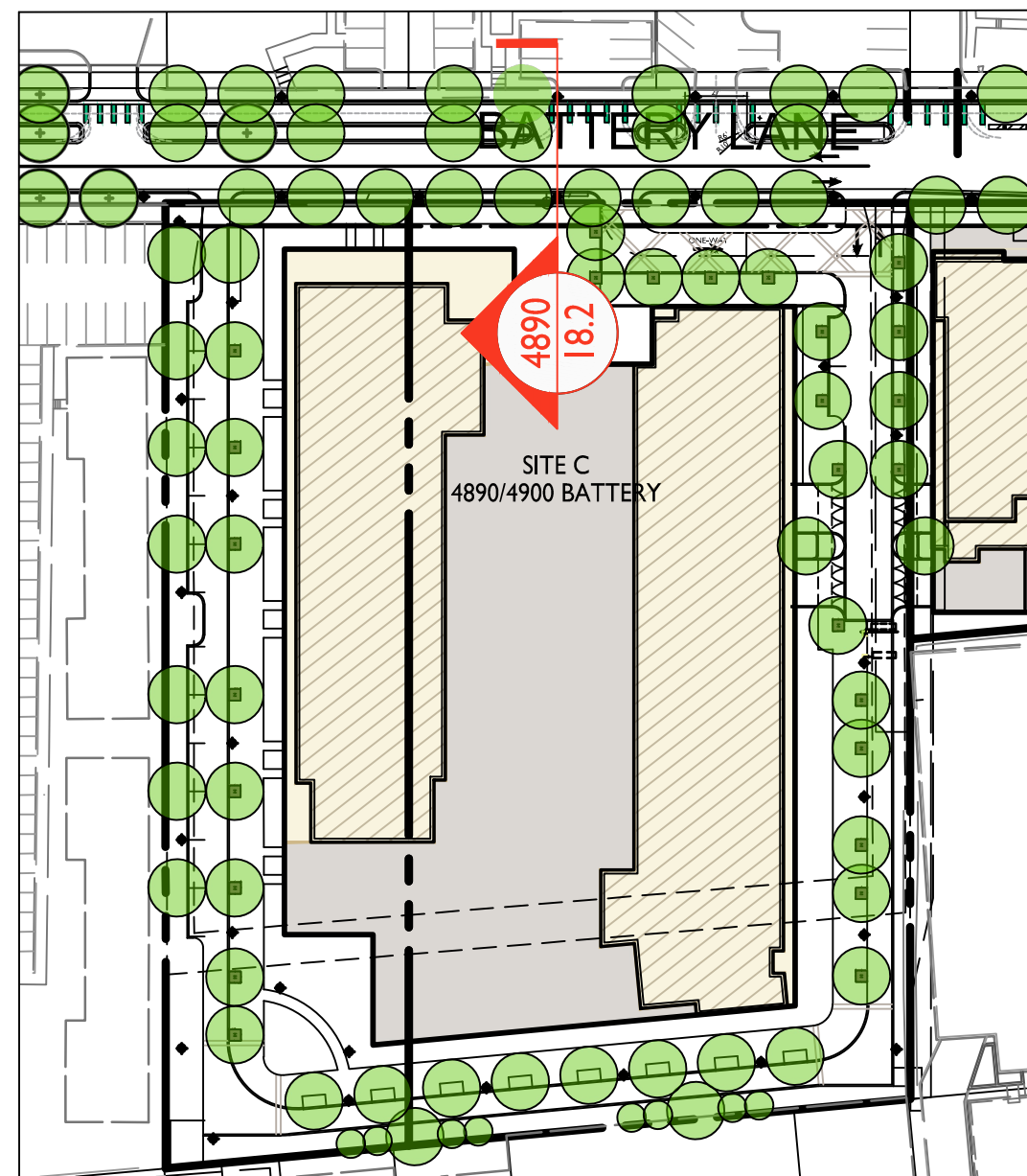
May 22, 2019

4857-4858 Battery Sidewalk Setback Plan 18.1

RODGERS
CONSULTING



4890/4900 (TOWER I) PROPOSED BATTERY LANE ROAD SECTION



4890/4900 (TOWER I) BATTERY PLAN SECTION



PROP. STREET LIGHT - BATTERY LANE



PROP. CONC. SIDEWALK



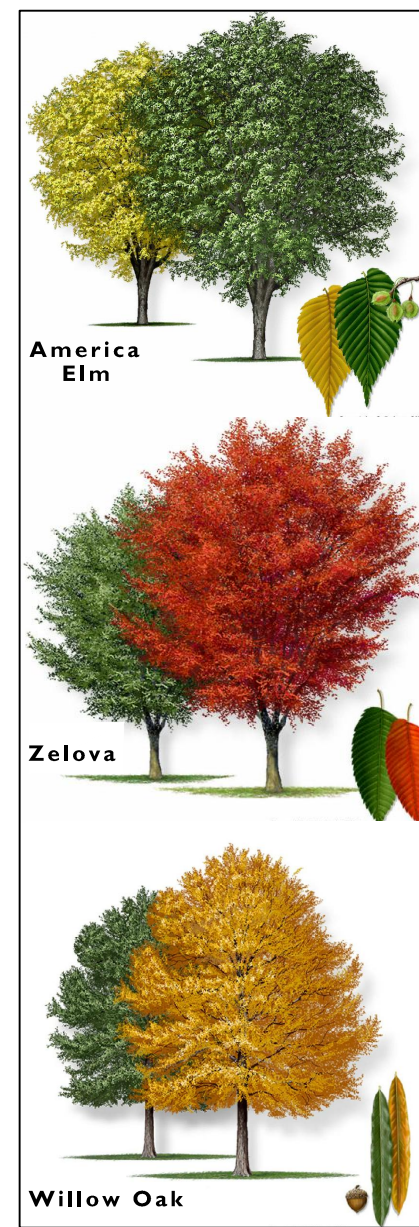
SEPARATED TWO WAY BICYCLE PATH



PROP. BIKE RACKS



PROP. BENCH



PROP. STREET TREES

| LEGEND | |
|--|-----------|
| | SOFTSCAPE |
| | HARDSCAPE |
| GENERAL NOTES | |
| <ul style="list-style-type: none"> PROPOSED STREETScape IS PEDESTRIAN FOCUS VS INSTEAD OF VEHICLE PROPOSED BUILDING PLACEMENT ADDRESSES STREET AND ENCOURAGE INTERACTION. ENHANCED PEDESTRIAN ENVIRONMENTS. PLANTING AND SIDEWALK ZONES ARE TO PEDESTRIAN SCALE. PROVIDE SEPARATED SPACE FOR TWO WAY BICYCLE TRAFFIC CREATING A MORE COMMUTER EFFICIENT CORRIDOR. ALL OTHER BATTERY FRONTAGE STREETS CAPES OUTSIDE SCOPE OF WORK ARE TO BE FUTURE RE-DEVELOPMENTS BY OTHERS. | |

BATTERY DISTRICT

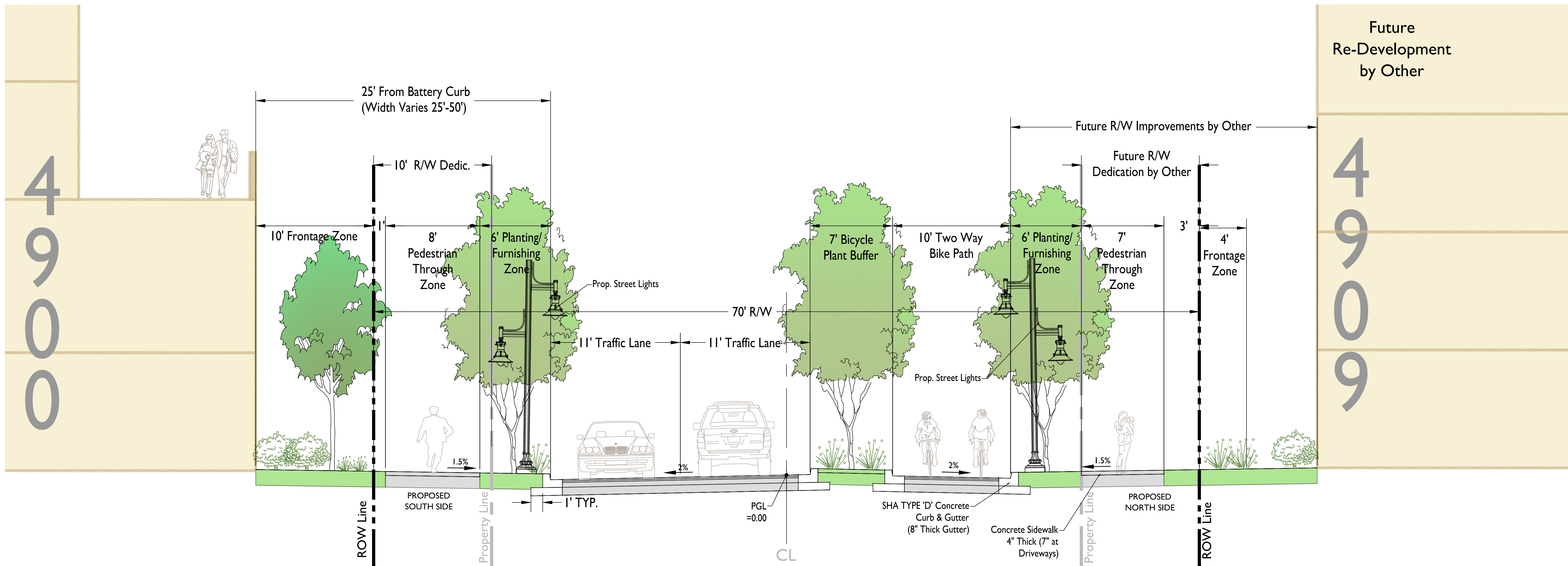
BROWN DEVELOPMENT LLC.

DAP #2

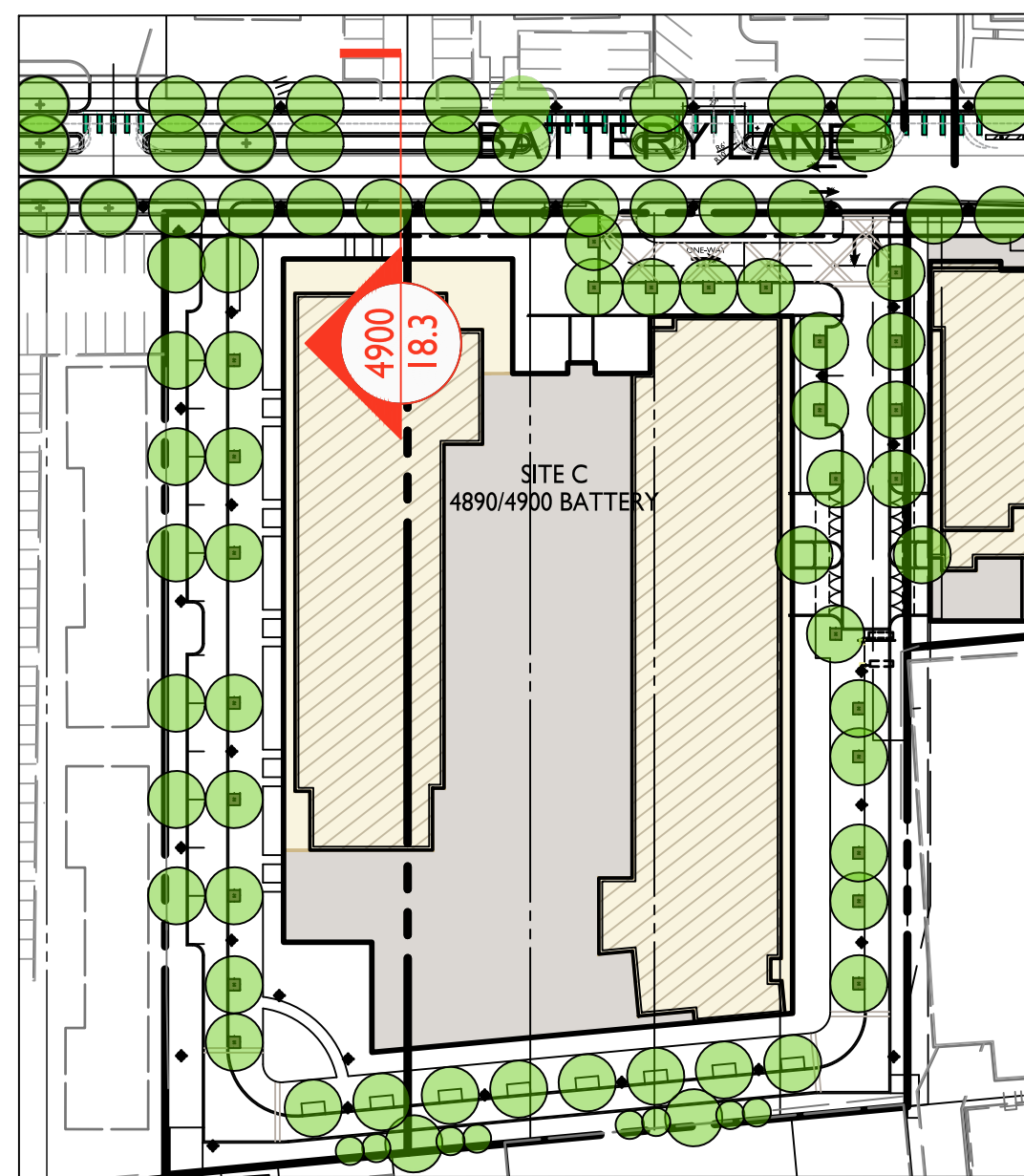
May 22, 2019

4890 Battery Sidewalk Setback Plan 18.2





4890/4900 (TOWER 2) PROPOSED BATTERY LANE ROAD SECTION



4890/4900 (TOWER) BATTERY PLAN SECTION



PROP. STREET LIGHT - BATTERY LANE



PROP. CONC. SIDEWALK



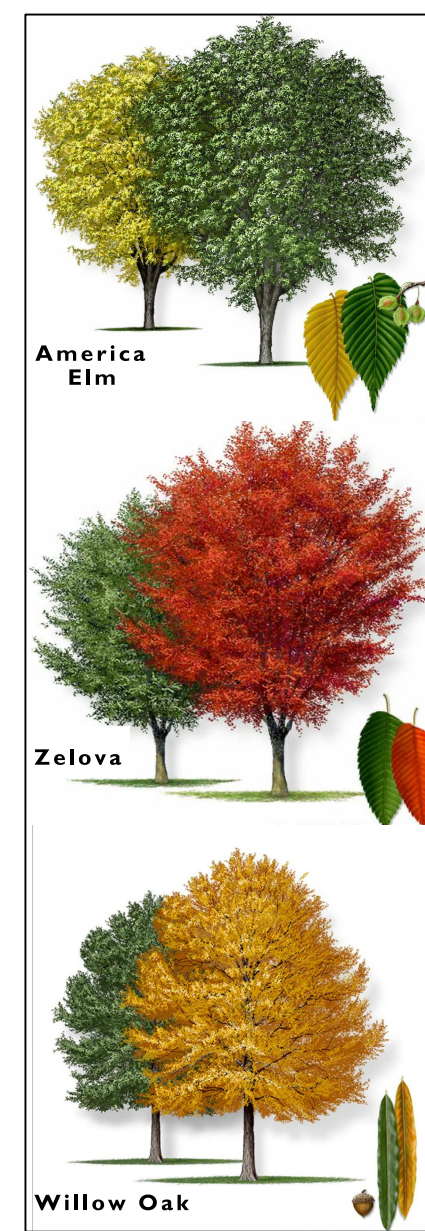
SEPARATED TWO WAY BICYCLE PATH



PROP. BIKE RACKS



PROP. TRASH RECEPTACLE



PROP. STREET TREES

| LEGEND | |
|---|-----------|
| | SOFTSCAPE |
| | HARDSCAPE |
| GENERAL NOTES | |
| <ul style="list-style-type: none"> PROPOSED STREETScape IS PEDESTRIAN FOCUS VS INSTEAD OF VEHICLE PROPOSED BUILDING PLACEMENT ADDRESSES STREET AND ENCOURAGE INTERACTION. ENHANCED PEDESTRIAN ENVIRONMENTS. PLANTING AND SIDEWALK ZONES ARE TO PEDESTRIAN SCALE. PROVIDE SEPARATED SPACE FOR TWO WAY BICYCLE TRAFFIC CREATING A MORE COMMUTER EFFICIENT CORRIDOR. ALL OTHER BATTERY FRONTAGE STREETSCAPES OUTSIDE SCOPE OF WORK ARE TO BE FUTURE RE-DEVELOPMENTS BY OTHERS. | |

BATTERY DISTRICT

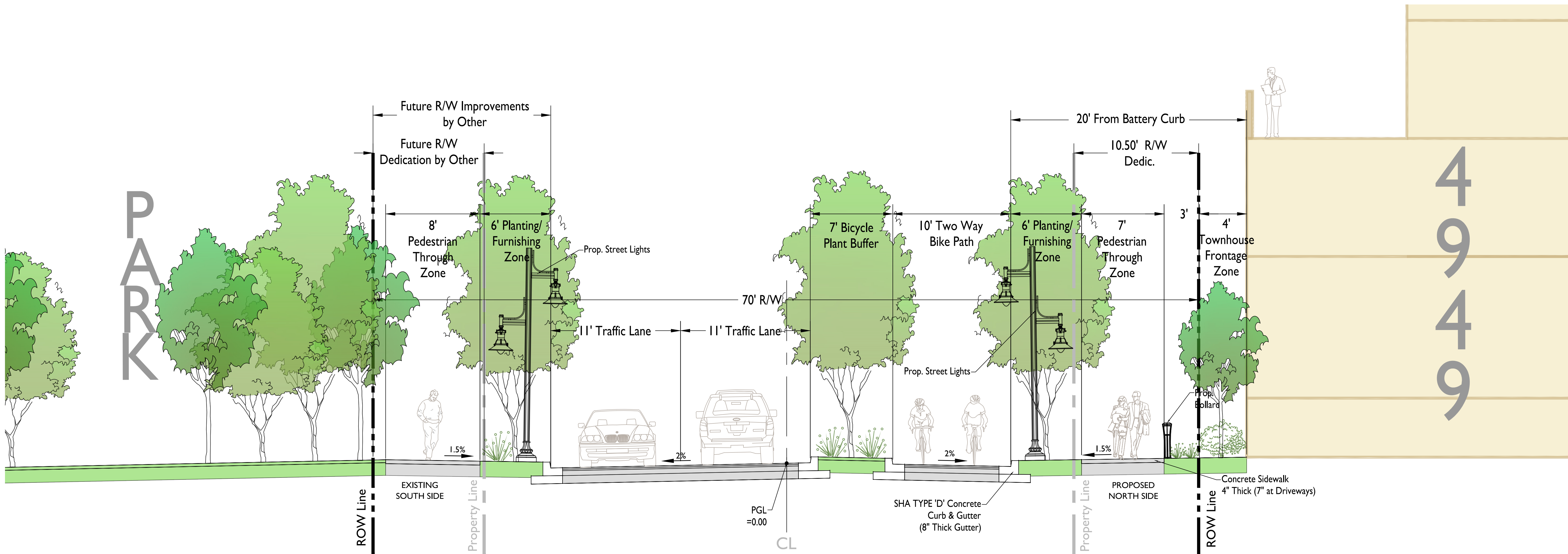
BROWN DEVELOPMENT LLC.

DAP #2

May 22, 2019

4900 Battery Sidewalk Setback Plan 18.3





4949 PROPOSED BATTERY LANE ROAD SECTION

4949 BATTERY PLAN SECTION

PROP. STREET LIGHT - BATTERY LANE

PROP. CONC. SIDEWALK

SEPARATED TWO WAY BICYCLE PATH

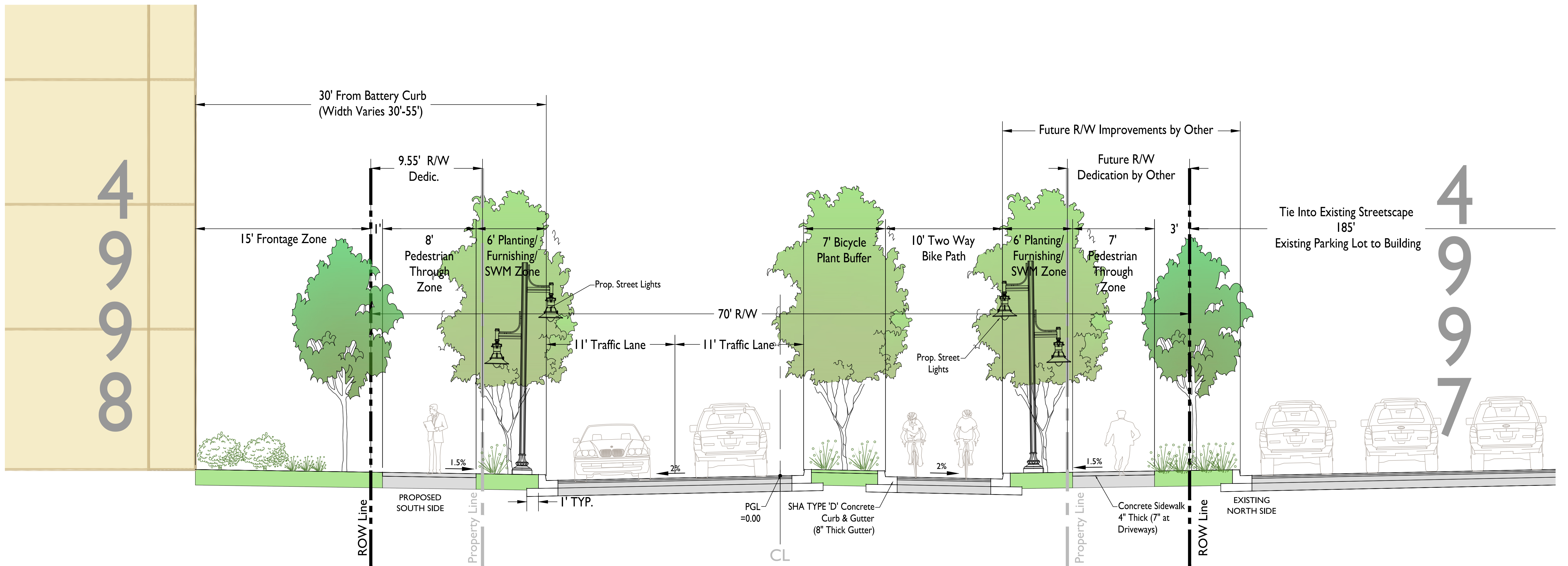
PROP. BIKE RACKS

PROP. BENCH
PROP. TRASH RECEPTACLE

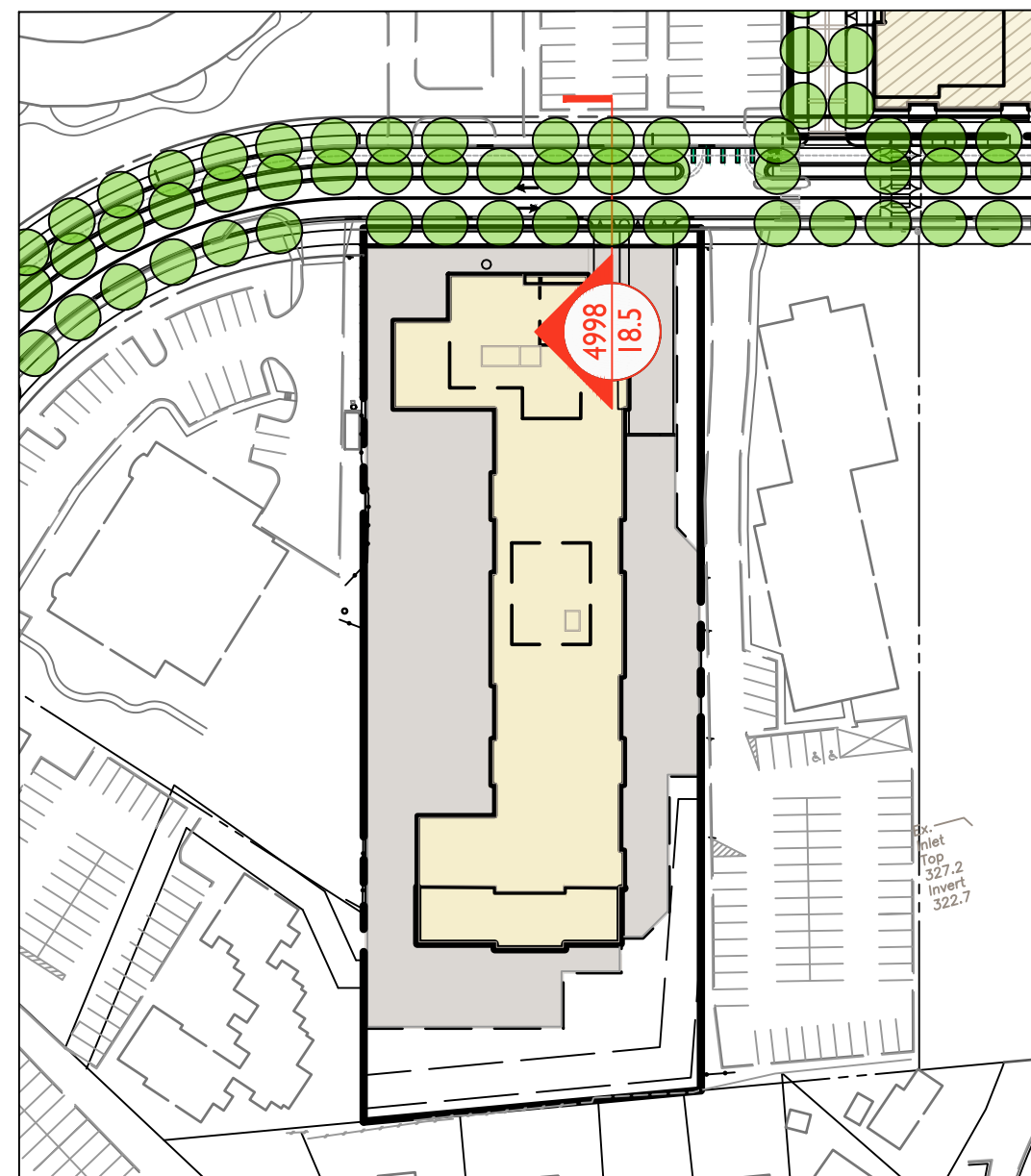
PROP. STREET TREES

| LEGEND | |
|---|-----------|
| | SOFTSCAPE |
| | HARDSCAPE |

| GENERAL NOTES | |
|---------------|---|
| • | PROPOSED STREETScape IS PEDESTRIAN FOCUS VS INSTEAD OF VEHICLE |
| • | PROPOSED BUILDING PLACEMENT ADDRESSES STREET AND ENCOURAGE INTERACTION. |
| • | ENHANCED PEDESTRIAN ENVIRONMENTS. |
| • | PLANTING AND SIDEWALK ZONES ARE TO PEDESTRIAN SCALE. |
| • | PROVIDE SEPARATED SPACE FOR TWO WAY BICYCLE TRAFFIC CREATING A MORE COMMUTER EFFICIENT CORRIDOR. |
| • | ALL OTHER BATTERY FRONTAGE STREETSCAPES OUTSIDE SCOPE OF WORK ARE TO BE FUTURE RE-DEVELOPMENTS BY OTHERS. |



4998 PROPOSED BATTERY LANE ROAD SECTION



4998 BATTERY PLAN SECTION



PROP. STREET LIGHT - BATTERY LANE



PROP. CONC. SIDEWALK



SEPARATED TWO WAY BICYCLE PATH



PROP. BIKE RACKS



PROP. TRASH RECEPTACLE



PROP. STREET TREES

| LEGEND | |
|---|-----------|
| | SOFTSCAPE |
| | HARDSCAPE |
| GENERAL NOTES | |
| <ul style="list-style-type: none"> PROPOSED STREETSCAPE IS PEDESTRIAN FOCUS VS INSTEAD OF VEHICLE PROPOSED BUILDING PLACEMENT ADDRESSES STREET AND ENCOURAGE INTERACTION. ENHANCED PEDESTRIAN ENVIRONMENTS. PLANTING AND SIDEWALK ZONES ARE TO PEDESTRIAN SCALE. PROVIDE SEPARATED SPACE FOR TWO WAY BICYCLE TRAFFIC CREATING A MORE COMMUTER EFFICIENT CORRIDOR. ALL OTHER BATTERY FRONTAGE STREETSCAPES OUTSIDE SCOPE OF WORK ARE TO BE FUTURE RE-DEVELOPMENTS BY OTHERS. | |

BATTERY DISTRICT

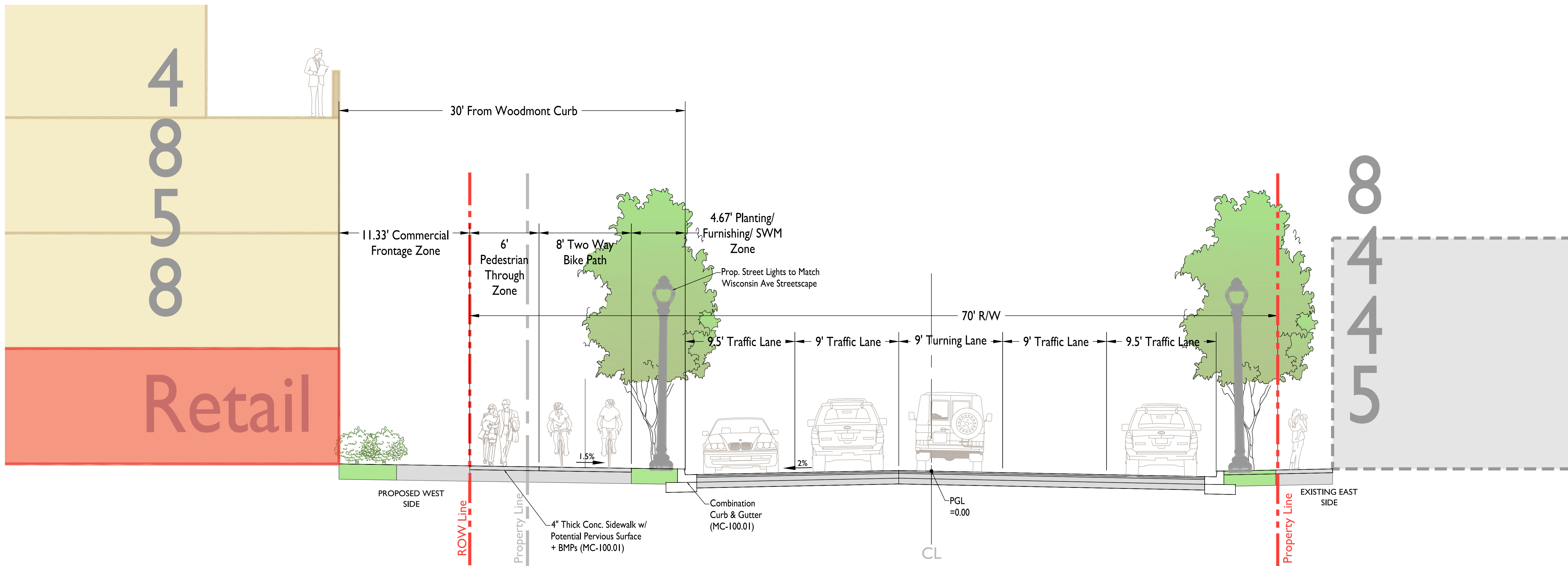
BROWN DEVELOPMENT LLC.

DAP #2

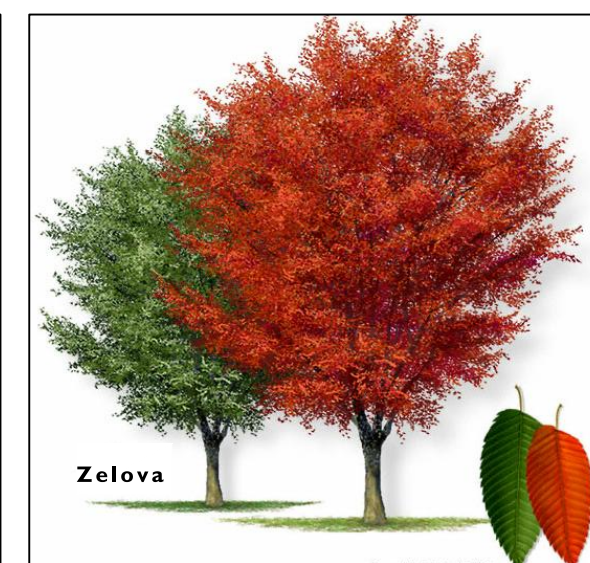
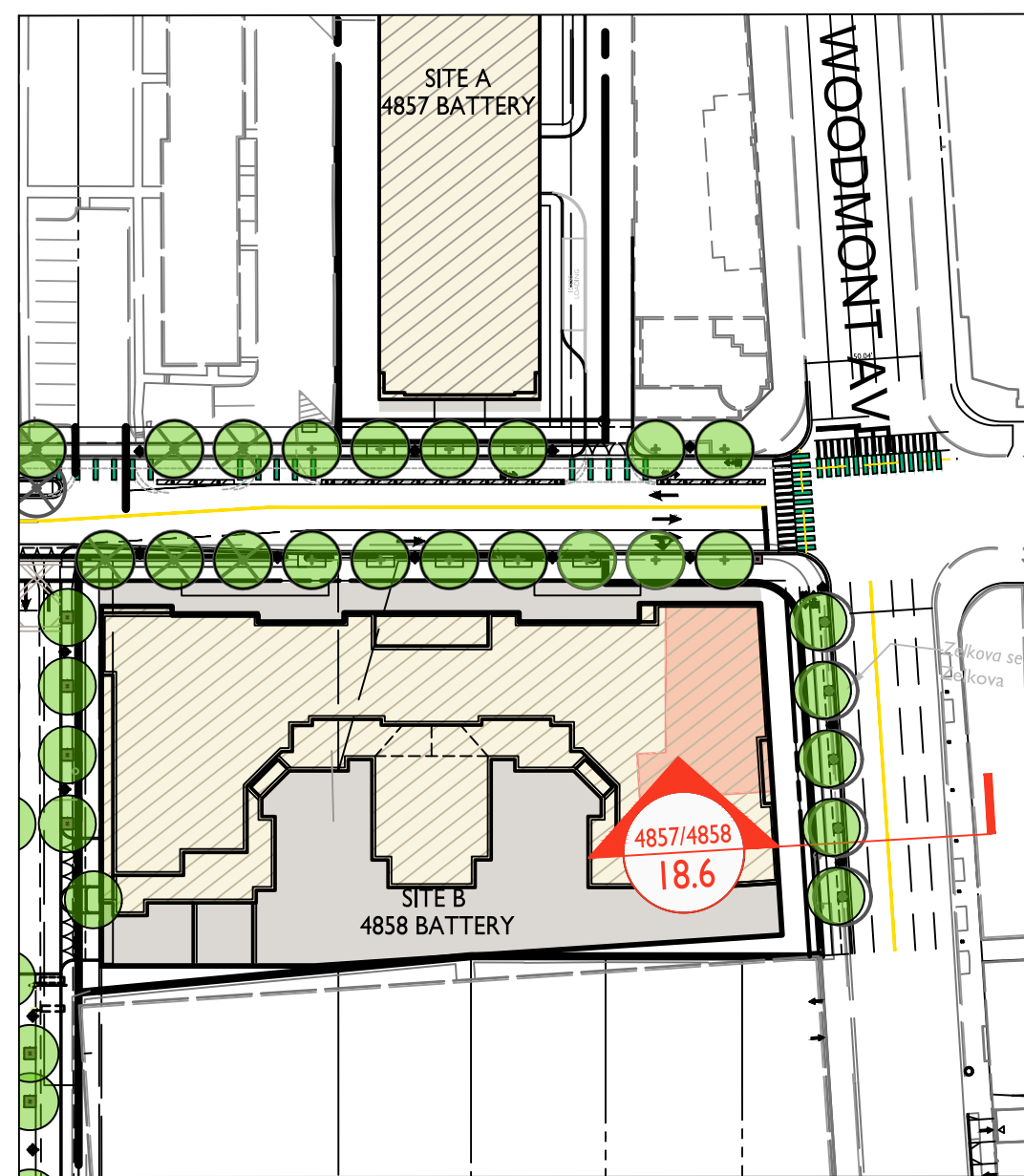
May 22, 2019

4998 Battery Sidewalk Setback Plan 18.5

RODGERS
CONSULTING



PROPOSED WOODMONT AVE ROAD SECTION



| LEGEND | |
|---|-----------|
| | SOFTSCAPE |
| | HARDSCAPE |
| GENERAL NOTES | |
| <ul style="list-style-type: none"> PROPOSED STREETSCAPE IS PEDESTRIAN FOCUS VS INSTEAD OF VEHICLE PROPOSED BUILDING PLACEMENT ADDRESSES STREET AND ENCOURAGE INTERACTION. ENHANCED PEDESTRIAN ENVIRONMENTS. PLANTING AND SIDEWALK ZONES ARE TO PEDESTRIAN SCALE. PROVIDE SEPARATED SPACE FOR TWO WAY BICYCLE TRAFFIC CREATING A MORE COMMUTER EFFICIENT CORRIDOR. ALL OTHER BATTERY FRONTAGE STREETSCAPES OUTSIDE SCOPE OF WORK ARE TO BE FUTURE RE-DEVELOPMENTS BY OTHERS. | |

BATTERY DISTRICT

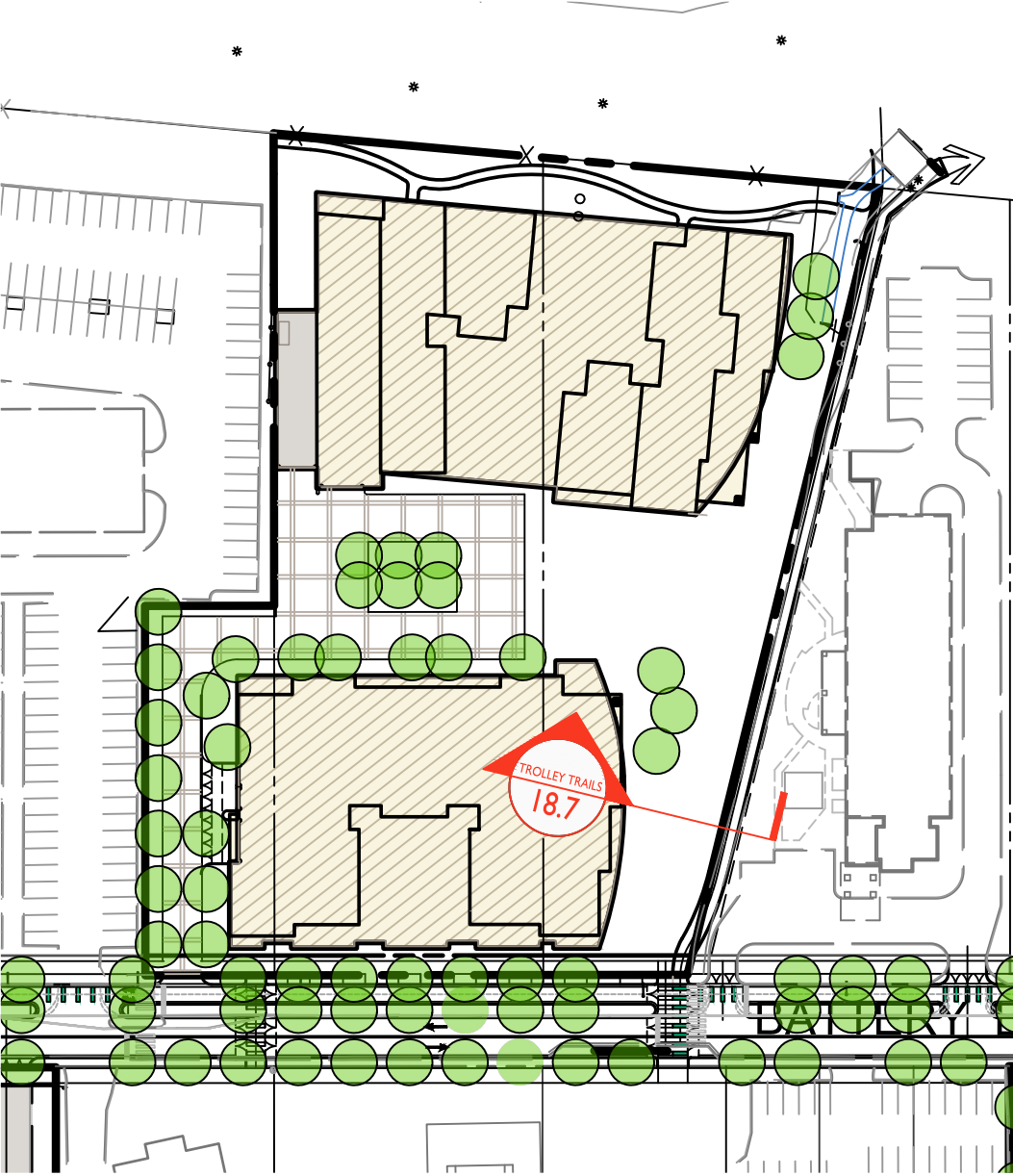
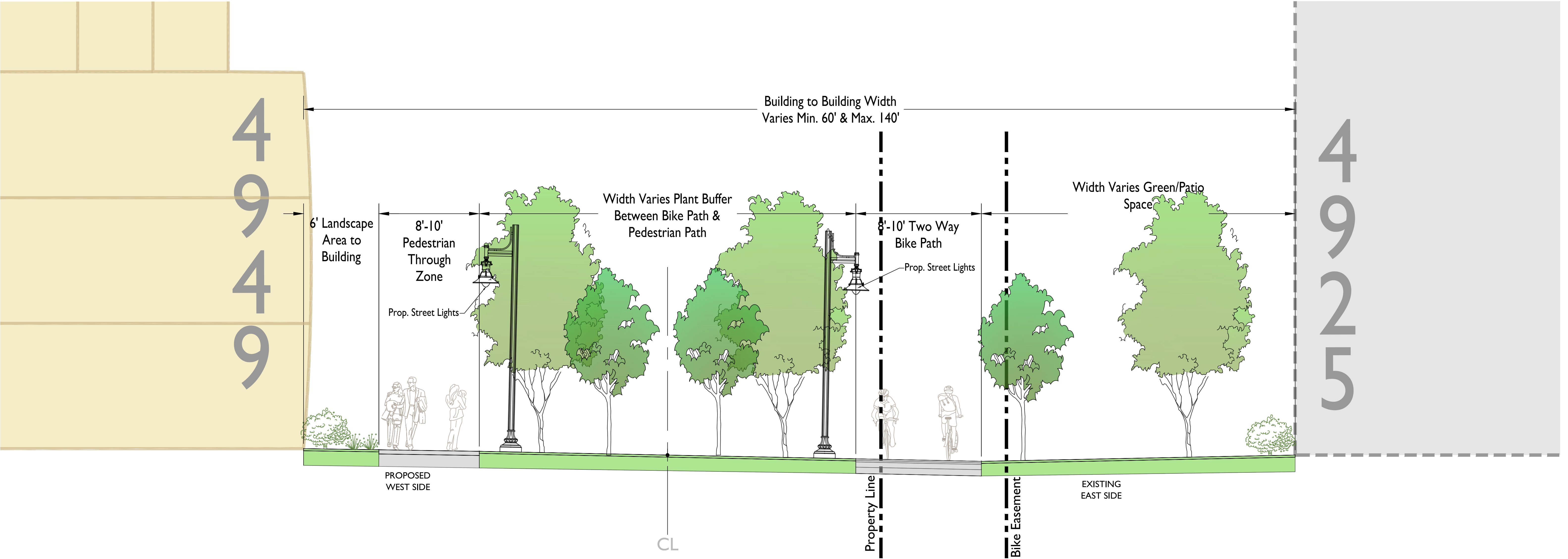
BROWN DEVELOPMENT LLC.

DAP #2

May 22, 2019

Woodmont Sidewalk Setback Plan 18.6

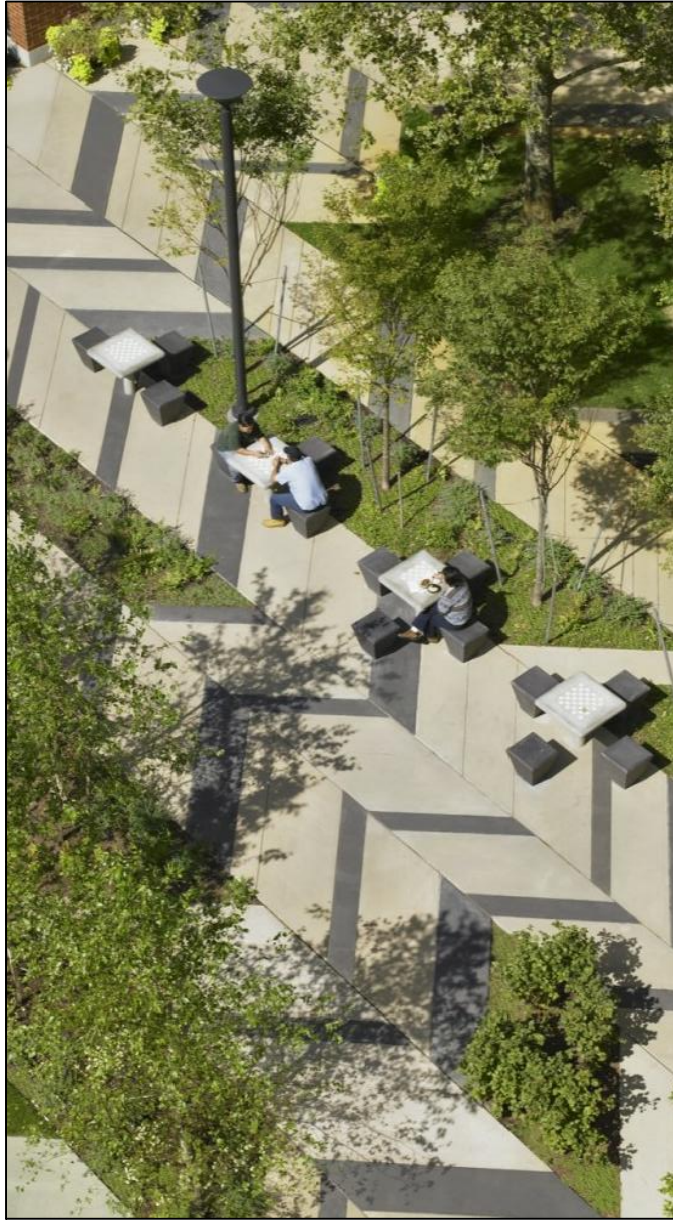
RODGERS
CONSULTING



WISCONSIN PLAN SECTION



PROP. STREET LIGHT - BATTERY LANE



PROP. DIRECTIONAL PAVING



PROPOSED LANDSCAPE TERRACE



SEPARATED TWO WAY BICYCLE PATH



PROP. BENCH



PROP. TRASH RECEPTACLE

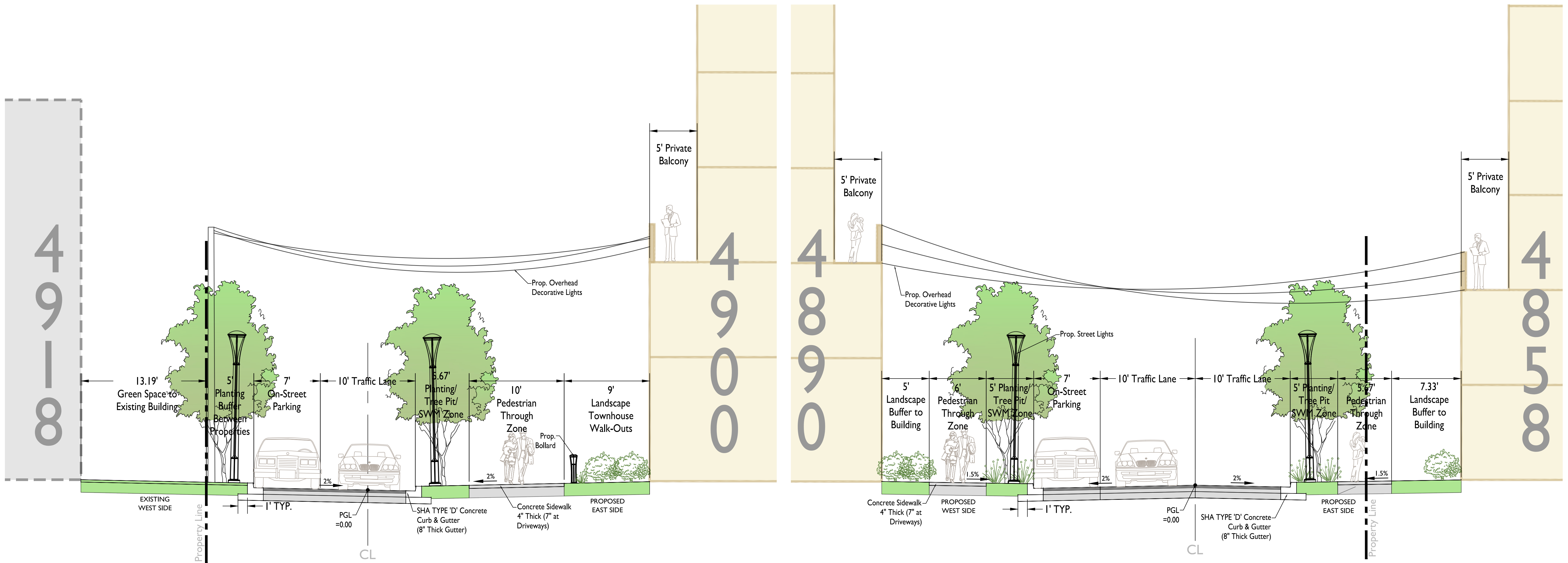


PROP. STREETSCAPE BIO-FACILITY



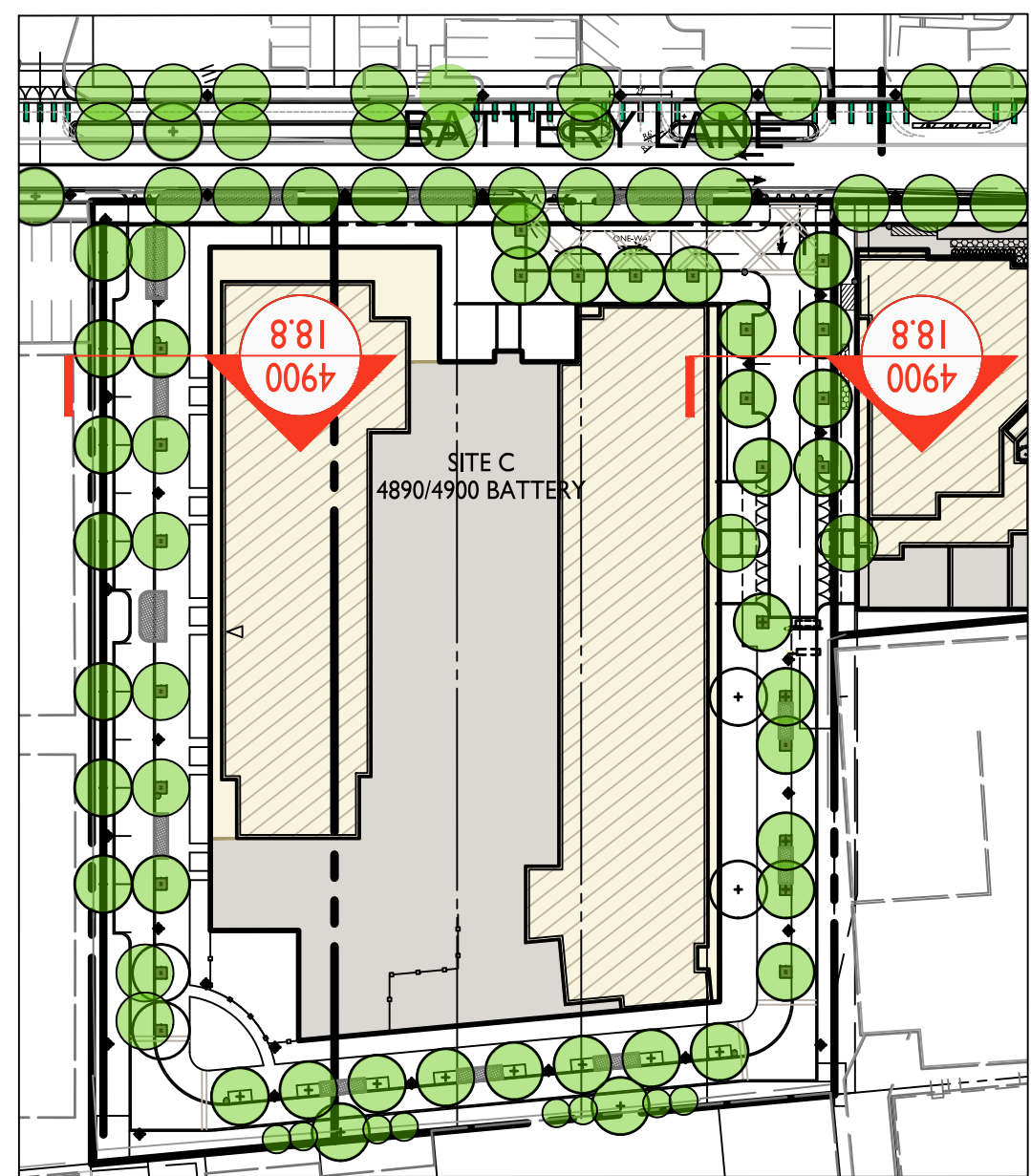
PROP. BIKE RACK

| LEGEND | |
|--|-----------|
| | SOFTSCAPE |
| | HARDSCAPE |
| GENERAL NOTES | |
| <ul style="list-style-type: none">• PROPOSED STREETSCAPE IS PEDESTRIAN FOCUS VS INSTEAD OF VEHICLE• PROPOSED BUILDING PLACEMENT ADDRESSES STREET AND ENCOURAGE INTERACTION.• ENHANCED PEDESTRIAN ENVIRONMENTS.• PLANTING AND SIDEWALK ZONES ARE TO PEDESTRIAN SCALE.• PROVIDE SEPARATED SPACE FOR TWO WAY BICYCLE TRAFFIC CREATING A MORE COMMUTER EFFICIENT CORRIDOR.• ALL OTHER BATTERY FRONTAGE STREETSCAPES OUTSIDE SCOPE OF WORK ARE TO BE FUTURE RE-DEVELOPMENTS BY OTHERS. | |



4890/4900 (WEST) PROPOSED THROUGH-BLOCK ROAD SECTION

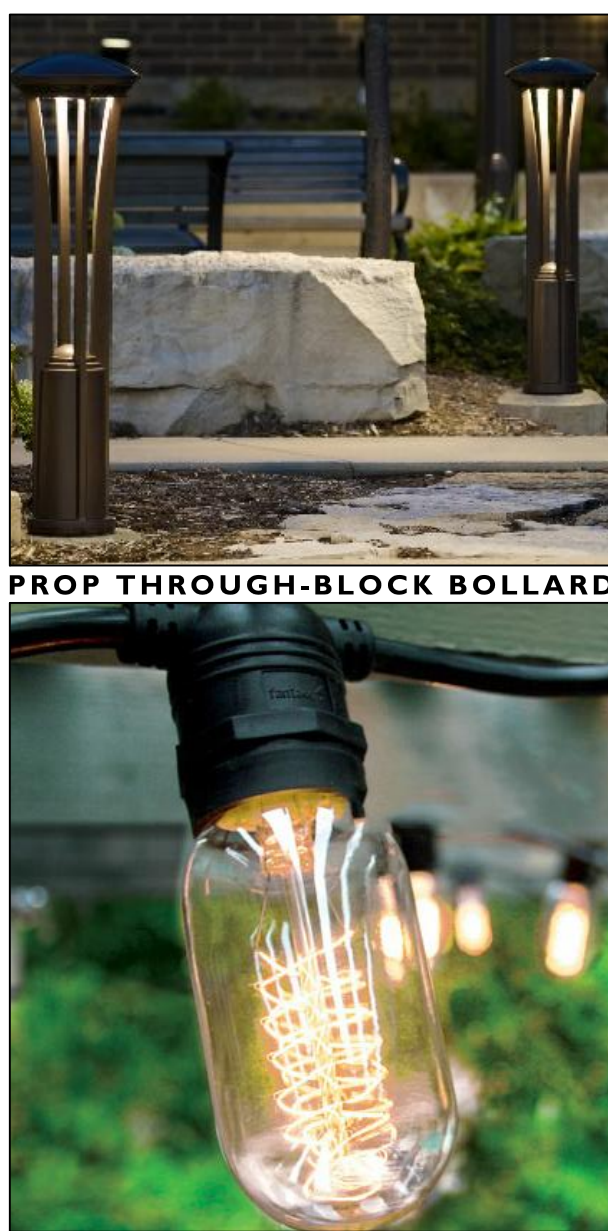
4890/4900 (EAST) PROPOSED THROUGH-BLOCK ROAD SECTION



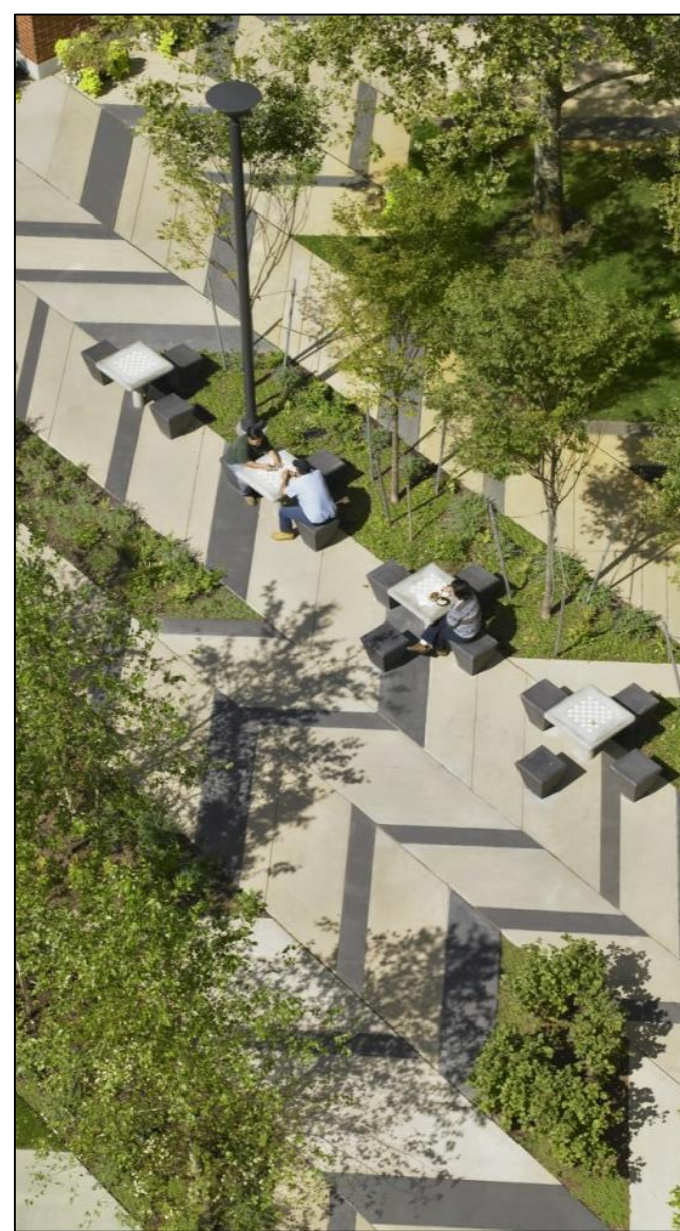
4890/4900 (TOWER) BATTERY PLAN SECTION



PROP. THROUGH-BLOCK LIGHTS



PROP OVERHEAD FEATURE LIGHT



PROP. DIRECTIONAL PAVING



PROP. BIKE RACKS



PROP. TRASH RECEPTACLE



PROP. THROUGH-BLOCK FEATURES

| LEGEND | |
|---|-----------|
| | SOFTSCAPE |
| | HARDSCAPE |
| GENERAL NOTES | |
| <ul style="list-style-type: none"> PROPOSED STREETSCAPE IS PEDESTRIAN FOCUS VS INSTEAD OF VEHICLE PROPOSED BUILDING PLACEMENT ADDRESSES STREET AND ENCOURAGE INTERACTION. ENHANCED PEDESTRIAN ENVIRONMENTS. PLANTING AND SIDEWALK ZONES ARE TO PEDESTRIAN SCALE. PROVIDE SEPARATED SPACE FOR TWO WAY BICYCLE TRAFFIC CREATING A MORE COMMUTER EFFICIENT CORRIDOR. ALL OTHER BATTERY FRONTAGE STREETSCAPES OUTSIDE SCOPE OF WORK ARE TO BE FUTURE RE-DEVELOPMENTS BY OTHERS. | |

BATTERY DISTRICT

BROWN DEVELOPMENT LLC.

DAP #2

May 22, 2019

4900 BATTERY THROUGH-BLOCK STREETS 18.8

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